

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LX.]

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BIRTHS.

At 49, Avenue Paul Brunat, the wife of Mr. H. BORNEE, of a son.

On the 26th June, at No. 23, The Bund, Shanghai, the wife of WALTER ELLIS, of a son.

On the 1st July, at "Belvoir," No. 165, Wanchai Road, the wife of PATRICK H. MURRAY, of a daughter.

On the 8th July, at Government Civil Hospital, the wife of JAMES WALKER, of a son.

On the 7th July, at Weybridge, Surrey, the wife of EDWARD OSBORNE, of a son.

DEATHS.

On the 25th June, NELLIE, the beloved wife of H. G. MOSELEY SAINTY, of Shanghai, aged 38 years.

On the 26th June, at the Victoria Nursing Home, Shanghai, EMMIE, the beloved wife of ERNEST L. ALLEN, Shanghai Municipal Council.

On the 7th July, at his residence, Bombay, DORABJEE NOWROJEE, late of the Victoria and King Edward Hotels, Hongkong, aged eighty years, deeply regretted.

EPITOME OF THE WEEK.

Telegrams relating to the war will be found on p. 22.

The Hongkong trams start running next month.

Cable communication with Foochow is again interrupted.

The Japanese advance northwards has been going on slowly but surely.

The Hon. Robert Shewan returned to Hongkong by the *Empress of Japan*.

There were 38 cases of plague in the Colony last week, and 37 deaths from the disease.

The Hongkong Water supply, improved by a few day's rain, was put on the "full" basis.

A terrific explosion occurred on 1st July at the arsenal at Cronstadt causing great destruction.

It is rumoured, says a Shanghai evening contemporary, that Russia has bought one of the Shanghai daily papers.

The Chief Justice (Sir W. M. Goodman), made some observations of interest on Chinese partnerships on the 7th inst.

A German lawyer has been retained by the Board of Punishments to draw up the new code of Penal Laws for the Chinese.

The census of the Philippines shows that the total population is 7,635,426, including 647,740 natives classified as wild and uncivilised. This is the first complete return ever made in the Philippine Islands.

It is announced that the United States Consulate at Newchwang has been elevated to the rank of a Consulate-General. This is "on account of the importance which Newchwang has assumed commercially and politically."

Since the resignation of Mr. Bonner, the former Chief of the Fire Brigade at Manila, there has been considerable dissension in the ranks of the brigade. Matters have been brought to a head by the Acting Chief suspending the Assistant Chief, Mr. Hoey. The nature of the charges has not been disclosed.

A Canton despatch to Northern papers states that owing to the energy displayed by Mr. Chen, prefect of Leichoufu, on the Kwangtung coast, in developing a gold mine in the district of Kaichien, in consequence of which the prospects of the mine are exceedingly bright, Viceroy Tsên Ch'un-hsuen has specially appointed that prefect to be the head-manager of the mine, displacing, it is alleged, the former official in charge on the ground of incapacity.

The *Sinwên-pao* states that Viceroy Tsên Ch'un-hsuen, of the Two Kuang provinces, has received instructions from the Throne to arrange without delay the opening of the port of Huichoufu (Cantonese: Waichow) on the Kwangtung coast, to international commerce. It is also stated in a translation by the *N.-C. Daily News* that the above step was taken at the instance of the British Minister at Peking, who protested against the delay in opening that new reaty port.

After his present Australasian tour, Paderewski was to have visited Japan, Shanghai, Hongkong and Singapore. This was before the war broke out, but afterwards it was not thought advisable to do so for the simple reason that Paderewski is a Pole and belongs to that part of Poland which is under the dominion of Russia.

The death is announced of Mr. G. P. Peachey, who was until about two years ago attached to the British Legation at Peking. He had since the Boxer troubles suffered greatly in health, and after unsuccessfully seeking to recuperate in Japan and New Zealand he went to the sanatorium on the Schatz-Alp, Davos Platz, where, to the great regret of his many friends in China and elsewhere, he died on April 29th from pneumonia. The funeral took place at Eastbourne, where his parents reside.

On the 25th ult. in the Yokohama District Court before Judge Danno judgment was given in the claim for damages brought by Mr. Dhunamal Chellarm against the Hongkong and Shanghai Bank. The plaintiff's claim was dismissed with costs. It will be remembered, says the *Japan Herald*, that the plaintiff claimed damages from the Bank for failure to inform him of the arrival of a certain sum payable to him, by which he was unable to fulfil a contract. The defendants claimed that in telegraphing the money a mistake had been made in the name of the payee, and they had no knowledge that the person meant was plaintiff.

A Peking letter states that a Portuguese gentleman is now in the Capital trying to get the permission of the Shangpu and Walwupu to construct a railway between Macao and Canton. "It seems that this gentleman first went to Shanghai and approached H. E. Sheng Kung-pao with the object of making the proposed railway a private one, and a *modus vivendi* had even been settled upon when, it is reported, H. E. Viceroy Tsên Ch'un-hsuen of Canton wrote to H. E. Sheng Kung-pao asking the latter to delay signing any agreement concerning the railway. The Portuguese gentleman, therefore, wearied with the delay in getting things settled in Shanghai, went to Peking to work his scheme officially through the Boards of Commerce and Foreign Affairs."—*N.-C. Daily News*.

According to the Tientsin Chinese official organ, a wealthy Chinese merchant of Foochow named Lin Ying-ching has obtained permission from the Board of Commerce and the Viceroy of Min-che to establish a factory to manufacture Chinaware for export to foreign countries, because porcelain from China was once regarded as one of the most important exports. The company will have a capital of \$120,000 at \$50 per share to be entirely subscribed by Chinese officials and merchants. Experienced foreign and Chinese porcelain manufacturers will be engaged, and modern and foreign methods will be introduced to make all kinds of Chinaware for export to European countries and America. The company will be established at Ching-men in accordance with the sanctioned regulations and rules of the above mentioned Board. The Viceroy of Min-che has issued strict instructions to his subordinates, commanding them to extend their protection to the said company with a view of encouraging other wealthy Chinese to follow the example.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
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ARRIVAL OF MAILS.

The German Mail of the 7th June arrived, per the s.s. *Prinz Regent Luitpold*, on Tuesday, the 5th inst.

SANITATION PROSECUTIONS.

(Daily Press 2nd July.)

The Sanitary Board's abortive prosecution of the Kowloon Wharf and Godown Company for failing to carry out the orders of a sanitary inspector made it imperative that the Board should reconsider the system under which these prosecutions are instituted. At Thursday's meeting Mr. HEWETT gave the Board that opportunity by moving that in future no prosecutions should be instituted by sanitary inspectors until such action has been approved by the President, or, in his absence, the Vice-President of the Board. The President, however, entered upon a somewhat lengthy defence of the system, and a resolution to maintain it in force was carried, but only by the President's casting vote. The decision, we think, is to be regretted. So far from the President's speech destroying Mr. HEWETT's case against the system, it obviously strengthened it. No other Board that we are acquainted with entrusts its officers by a general resolution to institute prosecutions without the knowledge and consent of such Board. The usual procedure at home is for the sanitary inspectors to report all contraventions of the Public Health Acts or local bye-laws to the chief sanitary inspector, who when circumstances point to the necessity for legal proceedings, verifies the report and brings it to the notice of the Medical Officer of Health, who in turn reports the circumstances to a Committee of the Board, who make recommendations to the full Board. Thus, when a prosecution takes place it is done with the knowledge and sanction of the whole Board. It is not so in Hongkong. As Mr. RUMJAHN says in his minute, "the correspondence of the department and practically all proceedings against offenders, real or supposed, are carried out in the name of the Board generally without the knowledge and consent of its members as a whole." The President himself in his speech admitted that had he been aware of the intention to institute a prosecution he could easily have explained matters and so probably avoided the necessity.

The case against the Godown Company was of no importance in itself, but when the sanitary inspectors prosecute an important public company they attract public attention to their methods, and the apprehension that similar mistakes or indiscretions are committed in many prosecutions taken against Chinese is natural, even though there is no evidence to justify an accusation. The Sanitary Board and its officials have a difficult work to discharge in a Colony like Hongkong, where it is very well known their operations are not widely appreciated by the Chinese, and it is extremely desirable that needless irritation should be carefully avoided. The motion made by Mr. HEWETT would have provided a necessary safeguard, but Mr. RUMJAHN's proposal that the prosecutions should only be instituted with the approval of a committee consisting of the Medical Officer of Health and two unofficial members of the Board is perhaps to be preferred as it would bring the practice more into line with that which obtains at home.

The excitement of the debate appears to have led to some irregularity in the procedure, for it would appear from the reports that the only vote taken was "for and against the President's amendment." As a matter of fact, the President moved no amendment. "That the procedure remain as it is" is a direct

negative, and had the President wished to move an amendment he would not have been in order, because there was one, moved by Mr. RUMJAHN and seconded by Mr. LAU CHU PAK, already before the meeting. Clearly a vote ought first to have been taken on Mr. RUMJAHN's amendment. There would have been no difference, however, in the ultimate result. The President's direct negative killed the two birds with one stone. The official vote was solid against change of any kind, and the casting vote of the President decided that no change in the procedure should be made. The procedure of the Sanitary Board in this as in some other respects is original and unique.

YELLOW PERIL NOT SO YELLOW.

(Daily Press, 4th July.)

There is probably little sincerity in the professed fear of the "Yellow Spectre" amongst the Statesmen of Europe. It is a rare thing to find Statesmen who by conspicuous ability have raised themselves to commanding positions exhibiting in their elevation a tendency to superstitions, which during their rise they assiduously concealed; and we may well believe that the Emperor WILLIAM II. is quite sincere in his rebodings as to the possibility of a recrudescence of those tribal movements which eventually swamped the Roman Empire, and destroyed the old civilisation of the world. But is there any similarity between the situation then and now? At that period the conditions were, so to speak, reversed; the plains of Europe supported but a few wandering tribes, certainly they were no better peopled than was America before its discovery by COLUMBUS. On the other hand, Northern Asia, in regions now given over to the dominion of vast deserts, in those days supported large populations, who have everywhere left their remains in the way of huge tumuli and rude stone ruins. The very climate itself has changed, of which we find eloquent proofs in the skeletons of the huge elephants and rhinoceros which once found ample pasturage on the now frozen tundras of Northern Siberia. Wholesale migrations, we may rest assured, do not take place without adequate cause; and there is very good reason to associate the cause with the progressive deterioration of the climate, which has rendered Northern Siberia unfit to support a larger population than it at present maintains. While this was the case in Central and Northern Siberia, in Central Asia the drying up of the land and the encroachments of the desert had its effect likewise in rendering the land by degrees unfit for human habitation. We have no statistics of the Central Asian lands at any time, but history proves that once they were far more populous than now; the reason being the gradual diminution of the quantities of water carried down by the two rivers, Oxus and Jaxartes, on which the plains are entirely dependent for their cultivation. Recent travellers are pretty unanimous in pointing out that the Russian occupation has had no effect in checking the depopulation. Miss MEAK, one of the latest travellers, who draws her information from Russian sources, and who dedicates her recent book to the TSARITSA, may certainly be looked upon as a friendly witness. She describes the gradual decay of Samarkand as hastened, rather than the contrary, by the Russian occupation; people, she tells us, who settled down there in the hope of finding a reasonable return for capital invested, are one and all moving on to Khokand. The cultivation of cotton in Turkestan, which the Russians reasonably

hoped would prove a source of gain to the Khanate, has been found to have the contrary effect. In a country where every available acre is occupied under ordinary conditions in providing food crops for the people, the displacement of rice by cotton has had a deleterious effect. Without human labour the land cannot be cultivated, and without rice the people cannot be fed; so that the displacement of rice means the diminution of the population, and the diminution of the population reacts in the abandonment of still more land to the encroaching desert; and land in Central Asia once abandoned, all history tells, can never more be restored to cultivation. Even at present Turkestan has to import corn for her small population, so that the desiccation of the land bids fair to be continuous. The present population of Siberia is estimated at from seven to eight millions, spread over an area 1½ times that of Europe, which gives just two square miles to each inhabitant; taken separately, the greatest density in any one of the Governments into which it is divided is two per square mile. Russia has in fact not been able to draw in the present war upon her vast Siberian territories, but has to send practically all her men and stores from Europe over some 5,000 miles of badly-constructed railway. So little is the danger of any approach from Northern or Central Asia.

But of course there is the case of JENGHIZ KHAN's invasion, which in the fourteenth century was well nigh as fatal for modern civilisation as was that of the Goths and Huns for the ancient culture of the Roman Empire. Why should it not be repeated? We have above shown some of the actual reasons; the rest may be inferred. Of all conquerors in history JENGHIZ KHAN did most to prevent for all time a recurrence of conquests, inasmuch as he destroyed the resources and capabilities of the lands which he overran. We have shown how absolutely dependent on population are the lands he passed over for their cultivability. JENGHIZ not merely killed off entire populations, but he waged war with vegetation; his followers destroyed the forests through which they passed, and blighted the vegetation. In a well-watered country Nature can go far towards healing the wounds of war; not so in Central Asia, where during the entire human epoch the rainfall has been deficient. There a tract of country once given up to the desert remains for ever in its deadly grasp. Persia, once covered with forests, now scarcely supports a single tree. Richly-cultivated districts have reverted to howling deserts. The entire delta of the two great Central Asian rivers, the Oxus and Jaxartes, was once a smiling, well-cultivated plain, fed everywhere by great streams, natural or artificial. Now, with the exception of the lands immediately watered by the Oxus and Zarafshan, it is a sandy desert, known as the Kizikum or Red-Sand. The slopes of the Pamir plateaux were once covered with abundant forests, and we hear little of the difficulties they offered to the advance of armies. Now the Pamirs are practically blocked to the passage of troops unless in the smallest of detachments, and what is true of Western Turkestan has in modern times become equally true of Eastern. There is no population in Central Asia to support a solitary one of the unnumbered hordes, who even in historical times penetrated from one end of Asia to another.

To all this it may of course be replied, that in Eastern Asia there is still China and China is still at least as populous as ever she was; and suppose China were to

unite with Japan, who could foresee the result? To this there are two answers. First, there is so little affinity between China and Japan in race or otherwise that a conjunction of the two can scarcely be looked upon as within the bounds of the possible. Both, it is true, live in the east of Asia; both possess a little yellow pigment in their complexions. Besides, their ethnology and their culture at all epochs mark them out as races as distinct from one another as either from the western European type. The Japanese it was who, in the thirteenth century, drove back on Europe the Mongol hordes, and the memory of their achievements then it is that steels them in their present contest with Russia. The Chinese have no such achievement to their credit, and at all times have preferred to gain their ends by diplomacy rather than by force of arms. A raid like that of JENGHIZ KHAN, even at their time of greatest power, has never entered into the heart of a Chinese leader to conceive. Even JENGHIZ KHAN's army, though at the time he owned sway over a large part of Northern China, was not materially swelled by any Chinese intermixture in its ranks. So much for the likelihood of a Chinese inroad; which would be, moreover, quite contrary to all the experience of history.

Even yet there remains the greatest of the difficulties in the advance of any force from Eastern Asia to Europe, and that is its physical impossibility under modern conditions; and here we do not only allude to the difficulties arising from the military superiority of the West, but rather to the physical difficulties of the journey. We have sketched out the depopulation of the continent, and shown it to depend on the modern deterioration of the land to a degree beyond human alleviation. If it were possible to replant the entire of the continent, and restore its lost population, there is still the difficulty of the climate, which would effectually prevent the movement of troops in any number. The difficulties staring Russia in the face after years of possession and preparation are but trifles to what a modern army would meet on its way from Eastern to Western Asia. The Yellow Terror is not a thing to seriously trouble the present generation of European Statesmen; and from all that we can foresee is no more likely to interfere with the sleep of their great grand-children.

PHILIPPINES REVENUE LAW.

(Daily Press, 5th July.)

The Internal Revenue Law imposing taxes on tobacco, wines, beer and spirits which our Manila correspondent's telegram in our issue of yesterday reports has been passed, is one which has been pending in the Philippines for the past three years. When the measure was first announced it was greeted with a chorus of disapproval from all the interests in the islands which will be affected by the measure; the five Chambers of Commerce in Manila framed a joint protest, and corporations and firms individually petitioned against the measure. The Commission has occupied a long time in patiently considering the arguments advanced in opposition, but the result evidences the fact that it has not been convinced that the law will so disastrously affect the industries of the island as the petitioners declare. Whenever and wherever fresh taxation is proposed it is certain to evoke the hostility of the interests to be affected by it, but Governments have to concern

themselves with the larger aspect of the question in its relation to the general policy of the State.

The tobacco growers who already complain of the deplorable condition of the tobacco-growing industry declare that the taxation which will soon now be imposed will have the effect of destroying the cigar and cigarette industry. The brewing industry are alarmed at the danger of imported beer capturing the market in the islands on account of the domestic product being subject to the internal revenue tax, while the imported beers will not be required to pay anything beyond the Customs tax. Even as it is there has been a very large increase in the importation of Japanese beers into the Islands, while the output of the home brewery had fallen off. The new law is stated to have been largely modelled on the Internal Revenue Tax Law of the United States, and it has been pointed out that while in the United States a barrel of beer containing thirty-one gallons paid an internal revenue tax of one dollar, beer manufactured in the Philippines would be required under the new law to pay two dollars and thirty-four cents on thirty-one gallons. One of the Commissioners replied that in the United States beer was sold for five cents per glass and that the glass sold contained about twice as much as in the Philippines; so, considering the amount sold and the price paid (beer selling in the Philippines for ten cents gold) the beer in the United States could be purchased about four times cheaper than in the Philippines. The answer was again made that the cost of production should enter into the consideration. The representative of the San Miguel brewery further stated that if the proposed bill became law it might be possible for either Japanese beer or United States beer to capture the market as it did not cost as much in either of those countries to manufacture beer as it costs in the Philippine Islands.

The result of the public inquiry held by the Commission has doubtless led to some changes and modifications in the Bill, but the principle of the measure as well as its main provisions have received the endorsement of the Commission. The Government evidently takes a veery optimistic view of the future. It is not admitted that stagnated industry and depressed business accurately describes the present conditions in the Islands, and our Manila correspondent, referring a little while ago to this matter, indicated the official attitude when he said:—"The Customs receipts and consular reports show that on the one hand imports have increased since the establishment of American rule, and on the other that there has been no serious falling off of exports. As regards the cost of administration, while there are undoubtedly more bureaux and more officials with higher salaries, the annual appropriations and expenditures clearly show that more revenue is being spent for the people than ever in their history. With new communications being continually opened up in the provinces and the gradual picking up of agriculture the prospect is indeed hopeful and favourable rather than otherwise to standing the new taxation." The estimated revenue from the tax is five million dollars, and one-fourth of this will revert to the provinces. The object of the law is declared to support the Government views regarding free trade with the United States, but as we have indicated the optimism of the Government is opposed by blank pessimism on the part of the business circles concerned, and time alone will prove which view is correct.

SIR ROBERT HART.

(Daily Press, 6th July.)

Amongst the great administrators for whom the Victorian age will ever be famed few names stand out more prominently than that of Sir ROBERT HART, in whose hands for upwards of forty years has rested the control of the Foreign Customs of China; and whose good work has built up one of the most splendid and efficient services of the century. Built up from the beginning free from the dangers of what is usually known as politics, the service has been open to all the nations of the earth; and out of such an apparently incongruous mixture, through the single-hearted work of the one man, has been built up a service which for unity of purpose and *esprit de corps* has seldom been exceeded. As having the largest interests at stake, as well as being the most concerned in the opening up of China, the chief management of affairs naturally fell to an Englishman, but so well has the institution been conducted, and so carefully for many years did Sir ROBERT HART avoid the error of permitting himself to be swayed by merely political considerations, that for many years the Customs service was superior to the efforts of those intriguants, native or foreign, who have at all times found Peking a fertile soil for the exercise of their peculiar arts. Sir ROBERT HART has now attained an age when it is customary for even the most active of intellects to seek rest in retirement, and from time to time appear evidently inspired paragraphs hinting that the wished-for period has arrived, and that the resignation of the Inspector-General may any day be looked forward to. Doubtless in many cases the wish is father to the thought, yet it would be futile to suggest that there is no foundation for these rumours, or that the time has not arrived when it is becoming daily more necessary to look the prospect in the face. Personally, as we have said, Sir ROBERT HART's administration has been singularly free of international jealousies, and the best man has ever had the chance of promotion offered to him. In one particular, and perhaps only one, has the present holder of the office failed to meet the expectations of those most interested in the personality of the service, and that is a weakness which curiously he has shared with many of the greatest minds in history; he has failed, and the failure is at the moment a serious one, to train up an adequate successor whose appointment would meet with the like universal approval as his own. This absence of political bias is one of the great difficulties that present themselves in the appointment of a successor, as it is essential for the permanence of an office, which itself is one of the strongest guarantees for the continuance of the Empire, that this independence of mere political aims should be the most prominent factor in the appointment of a successor, such an independence as in the present holder has established a record, as an Englishman, for perfect justice and impartiality, not only as between man and man, but between nationality and nationality. Possibly, and the complaint is pretty general amongst Englishmen, his impartiality was so strongly marked, that sooner than have it called in question, it sometimes, when things were equally balanced, contrived to carry his decision just over the dead centre, and gave the advantage to the non-English.

The career of Sir ROBERT HART as Inspector-General may be divided into two great epochs, that before, and that after he had been offered and accepted the post of

British Minister in June, 1885. No greater blunder, even in an age so prodigal of blunders, was ever made; and with his acceptance of the office Sir ROBERT HART's career of usefulness may be said to have come to an end. The good administrator and the good politician are seldom combined, and Sir ROBERT was no exception to the rule; as an administrator he stood on the highest level, and might have continued there to the end of his capacity. The British Government, without running counter to the interests of other Powers, were able to support his action; and the consciousness that this support would be forthcoming frequently enabled his recommendations to be carried even when they were opposed by the most reactionary methods of the Chinese obstructives. All this was changed when the Inspector-General unwisely accepted for a time the position of British Minister. It is true that the offer of the post was one extremely flattering to the self-consciousness of anyone, however high his previous position; and had Sir ROBERT HART previously been free of his engagements with the Chinese Government it might have been a wise appointment. As it was, it was evident to anyone intimately acquainted with the workings of the position that its acceptance must lead to endless misunderstandings, and could not be conducive to British interests. As a fact so great was the friction induced that from the very beginning the appointment proved a fiasco, and it became necessary to choose between Sir ROBERT as British Minister and the occupancy of the Inspectorate by a British subject. More unfortunately still, it was subsequently arranged that the Minister, with his wings clipped, and his power for good irrevocably ruined, should go back to his former office of Inspector-General. From that time the Inspector-General was almost forced to convert the office from one of administrator pure and simple into a political factor wherein he found himself opposed to all the other Powers, while the British Government for a similar reason were unable to afford him adequate support. This was shown in a curious but instructive manner when, Sir NICHOLAS O'CONOR having been appointed Minister, an influential intrigue was started amongst all the other Ministers then at Peking, wherein it was suggested, probably without a particle of reason, that the Inspector-General and the British Minister were playing into each other's hands, and so powerful was the pressure brought to bear that the Minister, contrary to all precedent, was at once sent as Ambassador to St. Petersburg. From that time till the outbreak of the Russo-Japan war British influence has steadily declined at Peking, and with British influence also that of the Inspector-General, who gradually, from being the trusted adviser of the Peking Government, sank into the position of being its humble dependent. To such an extent was this carried that in the troubles of the spring of 1900 the Inspector-General, to whom the British Government, clinging fast to memories of the long ago past, trusted for information of what was going on around him, proved to be the absolutely worst-informed individual in the capital.

As the question of Sir ROBERT HART's successor must arise within the immediate future, and as his retirement is openly mooted, we have unwillingly broken our usual reserve. It is true that the operation of recent events has in some slight measure restored the weight of British councils at Peking, by pointing out that on the whole they have been actuated by a greater regard for the interests of the Chinese Government

than those false but loud-tongued flatterers who only sought their own aggrandisement, utterly regardless of any higher aim. It is well that the British Government should boldly face the situation; and this the more advisedly that many, if not the majority of the difficulties in China, have been conducted to by its inveterate habit of refusing to look its difficulties in the face.

TIBETAN TERGIVERSATION.

(Daily Press, 7th July.)

Yesterday's telegrams tell of the re-opening of negotiations with the Tibetans. The warriors of "the holy war"—the fierce, ignorant, and resentful inhabitants of the Himalayan slopes—are said to have suddenly realised the irresistible nature of the British advance, and to have expressed their desire to negotiate with the unwelcome invaders of their upstanding pastures. All humane folk would like to know of a cessation of the dreadful slaughter that has seemed necessary to persuade the Tibetans that the British Mission was seeking admittance on real business; but some reservations appear to be necessary. Do the Tibetans really understand that the intentions of the Great White Chief are honourable; that his claims are just; and his power great enough to enforce them? Do they, in short, now understand the real position of affairs; or are they in possession of some gossip of an Asian race defeating a White in the further East; and, if so, are they (as some of the Indian papers have suggested) misled into thinking that the conquerors of Ind may be set at nought by them that dwell on the roof of Ind? If by any chance they have got their relative position into proper focus, is it likely that they will enter into these later negotiations with *bona fide* intent? For answer, it is surely proper to turn to the reports and comments of our own British representatives and pioneers, the men who have been and seen. The Blue Book published earlier in the present year offers overwhelming evidence against the suggestion that a treaty with unconquered Tibet could be of any durable value. Despite the voice of one missionary crying in the wilderness, that the Tibetans are a peaceful, kindly folk, we hearken to those cool, incisive official indictments of the devotees of DALAI as "jealous," "stupid," "treacherous," "obstinate" men, not unnaturally objecting to trespassers upon their ages-old privacy, and determined, so far as in them lies, to do all in their power to repel the invader. They speak of it as a "holy war"; and what wars in history so long as those with priests beneath the banners? Fortunately, with the change of times, methods have changed, if manners have not. The men who are opening the way for policing these troublous mountain fastnesses into some semblance of good order for the peaceful trader in their ways, are equipped with better machinery than were their ancestors who fought for the Holy Grail. On the other hand, the Tibetans, spite of the advice and assistance of others who were perhaps better left unnamed, do not seem to have so much as approached the fighting weight of the old-time Saracen. They have, however, all the pugnacity that an Asian is capable of, and if the correspondents are to be credited, their doggedness is the doggedness of despair—always a dangerous sort. It is nonsense to suppose for one moment that they have any of that perhaps foolish quality which impels some few of the Powers to keep treaties. To say that their word is as good as their bond is no compliment to the said bond. They are, it

must not be forgotten, treaty breakers already. That is how our Mission happens to be where it is; that is what, as Peterkin would say, they are killing each other for. The Chinese have not always enjoyed their present reputation for diplomatic probity; and the Chinese officials concerned in the recent negotiations speak of the Tibetans as "impossibles," inexpressibly stupid, and much attached to the argument known as the *regressus ad infinitum*. Under such circumstances, which it is really unnecessary to dwell upon at greater length, can any trust be put in negotiations which are not as between conqueror and conquered? So far, even with our small Mission, which was by no means meant to be a military expeditionary force, we have conquered to the extent of one or two massacres, which have hardly conveyed the lesson they would have done in the case of a less pachydermatous people. It is possible, it may even be said probable, that this sudden desire for *pour parlers* is prompted by the necessity for a respite. It was admitted that if we had gone back before Gyantse, it would have cost us much more on a second advance. Now that blood has been spilt, and British lives lost, it were a pity to let sentiment stand in the way of "making a good job of it." The trouble would only be scotched by dilly-dallying with understrappers of the Lamas at this juncture. The Government having decided to push on to Lhasa, will not be easily persuaded to abandon their purpose. It is to be hoped not, anyway; and the less weeping there is now, in the Press, about the poor, dear, slaughtered heathen, the less occasion for real weeping will there be in the future. It is not improbable, after all, that before these lines have publicity, the news of the parley may be supplemented by news of more fighting. The true position of the enemy is suggested by their condescension in offering to "consider the matter" of abandoning their forts, after their delegates had sued for peace.

MISREPRESENTING JAPAN.

(Daily Press, 8th July.)

The number of writings about "Japan as she really is," "the Real Russia," and so on, continues to increase apace, there being no lack of people anxious apparently to turn a dishonest penny by relating all that they do not know about the two countries which at present loom so large in the public eye. Monsieur JULES HUBER has done it, and that eminent French journalist, while an authority on the evolution of his national literature (always barring his misestimate of the Romanticists), can scarcely claim equal right to respect for his opinions on Far Eastern matters. When he says that the Russians are far from being a warlike nation, he must be shutting his eyes to the long list of battles and conquests which expanded Russia, south, west, and very far east. He is equally incorrect in stating that Japan has still kept "her fanatic belief in Buddha." His recital of Japanese massacres as far back as 996 B.C. show that he has neglected to observe the little distinction between legend and history; and his murder of 47,000 Christians in Japan in the reign of LOUIS XIV. is a *prima facie* absurdity. There never have been so many Christians in Japan at any one time, native or foreign. Much of this attribution of bloodthirstiness to the Japanese is the result of a bad attack of Yellow Peril fever, and for the rest, M. HUBER has been misled, like the rest of the world, by careless (or worse) writers. Whether it be as

humour, as enthusiasm, or as serious description, there seems to be a general literary conspiracy to misrepresent things Japanese to Europe. The latest example is to be found in an extraordinary article in *The Contemporary Review*, with the certainly undescriptive caption of "Japan, Russia, France." That the pen name attached happens to be "Ivanovich" affords no clue such as might be expected, for the writer in certain particulars misrepresents Russia as well as Japan, and says practically nothing about the third country mentioned in the title. In a lengthy recapitulation of the usually treated superficial phenomena of the land of the Mikado, the writer manages to convey the usual misconceptions by the usual truthful untruths. That is to say, a true statement may be made in such a way as to give a totally untrue impression, and those who have visited Japan after carefully "reading up" that country, will perceive most clearly what is meant. The *Contemporary Review* puts it on record that "all the railways (in Japan) run close to the sea, and might be easily destroyed by an enemy's warships." Its writer pictures the pigmy passengers (a quite erroneous and unjustifiable description, by the way) sitting on their heels on the low wooden seats of the railway carriages, enjoying shower baths of sea spray. In the tea gardens, holiday makers sit on the tables, instead of at them. Quite true in all respects, that is, if the tables were tables; but what a nonsensical picture it presents to the reader unfamiliar with the scene depicted. When he comes to mention that the Japanese have a delicate sense of honour, "except among the shop-keeping class, in which social pariahs find a refuge where they can cheat in company," this writer must have grievously exaggerated some ill-understood reference to certain foreign complaints of breaches of contract, and the like, and thereby most heinously maligned a whole community of respectable and worthy folk. After this, the statements that a ricksha-coolie travels faster than any cab horse, and that every Japanese takes a hot bath every evening, the poorest being supplied with baths by the State, seem trivial in comparison. In passing, this authority takes the trouble to assure us that in China the general moral state, and noble qualities, "fell asleep early; and have yet to be aroused," oblivious to the fact that some of the very moral qualities he regards as peculiar to Japan are essentially Chinese. It is interesting but (as MARK TWAIN would say) tough, to learn that MARQUIS ITO, a self-made man, has to step aside and give social precedence to any Daimio's son, otherwise of small account. Having made the startling premise that the temples in Japan, that land of truly ancient things, are but wooden and singularly perishable, "Ivanovich" formulates his original theory that a grand stone building is an obstruction to progress when it has outlived its function. He says: "An ecclesiastical, or any other system that has no stone walls to support it, does not survive its time of usefulness. The cathedrals of the 12th century in French provincial towns still debar minds from higher growth, and institutions too. Is not the Kremlin the mainstay of Tsarism? Are not St. Peter's and the Vatican the pillars of Pupal Christianity? Without the Wall of Lamentations there would probably be no Zionism. Japan has only wooden and paper walls that can easily be made to fit in with new institutions." What a remarkable discovery! It is a pity that there was not added a suggestion of how free and enfranchised a country Eng-

land might be, were it not for its Tower of London, grim relic of feudalism and oppression. "Ivanovich" is without doubt a Frenchman, with some half-chewed reminiscence of the fall of the Bastille in his cortex register. "The Russian peasants have the patience of oxen," we are told, "and a sad fatalism that might render them inert were not the Cossacks ready to prod them on with their lances." Is *Elizabeth, or the Exiles of Siberia*, the last word on Russia? The Russian ladies smoke, and the men all get drunk. Three yen equal 7s. 6d. Such statements are bad enough in the halfpenny papers; they are too bad in the half-crown reviews. Unfortunately, the comments made in Europe, and the criticisms and contradictions made in the Orient, do not enjoy the same circulation. To them that have the truth shall be given, and from them that have it not, being, as they are, dependent on the penny-a-liner, shall be taken away. It seems a pity, for real injury may be wrought by failure to nail some such bad coins to the counter.

HONGKONG JOTTINGS.

(Daily Press 4th July.)

The rains of the past week have been as balm in Gilead. An almost continuous downpour for six days ought to enable the Water Authority to grant us a full supply once again. The intermittent supply has been continued this year two months later than last year.

The Imperial Service Order which was instituted by His Majesty the King a few years ago is not a cheap distinction. I believe I am correct in saying that Mr. Charles Ford, who for more than thirty years was the Superintendent of the Botanical and Afforestation Department of the Government in this Colony, is but the second Civil Servant of the Crown in the Far East to receive the honour. It was in 1871 that Mr. Ford came to Hongkong, and the changed general aspect of the island is the monument of his labours. Hongkong when it was ceded to the British Crown was described as presenting an appearance of absolute sterility, though when some years later trained botanists came to explore the island they surprised the residents with the statement that "there are few or no islands of equal area on the whole surface of the globe with so varied and extensive a flora." But of trees there were extremely few. "The hills," it was written, "are covered with a mantle of grass amidst which rise the bare, blackened rocks; while the monotonous scene seems only varied by a few bushes, or a solitary tree studded here and there, and by the scattered groves of the *Pinus sinensis* clothing some of the declivities." Mr. Ford when he came immediately set to work to clothe the barren rock with verdure. Nearly three thousand trees were planted during his first year in Hongkong, and as the trees grew well the work has through many years been continued until we have to-day the appearance of being the most charming as well as the most prosperous island in the Far East.

With regard to the correspondence which has appeared during the past week in the *Daily Press* re the exclusion of a certain section of the Chinese community from the Botanic Gardens, I venture to express the opinion that the authorities have gone quite as far as the exigencies of the case warrant. The setting apart of the public gardens on certain days during the months of August, September and October, practically for the exclusive use of residents other than Chinese, is, to say the least of it, a concession that, if carried to the extremes suggested by some correspondents, would sit exceedingly hard on the more respectable of our Chinese citizens, as well as constitute a serious contravention of the principles of freedom which are the backbone of our glorious British constitution. What would be thought in London if the aristocracy demanded the exclusion of the labouring classes from Rotten Row or Kensington Gardens?

That measures for preventing the improper use of our beautiful gardens by Chinese undesirables are necessary I am quite willing to admit; but the economic conditions existing in Hongkong make it a matter of extreme difficulty for the powers that be to enact repressive measures that will have the desired effect, and yet not offend the susceptibilities of our immense native population, which, by the way, contribute a large part of the money necessary for the upkeep of the gardens. Apart from this, it is to be presumed that the Chinese, as well as the European, has an eye for the fair and the beautiful, and no reasonable person will deny that the Chinese residents of Hongkong are sadly in need of some place where they may while away their spare moments amid surroundings that appeal to their ideas of happiness—hence their apparently unwelcome invasion of one of the fairest of Hongkong's public institutions. I fancy the only practicable solution of the difficulty lies in the proper policing of the gardens. The Sikh policeman is admittedly an object of dread to the unwashed coolie element, and the services of a sufficient number of our dusky representatives of the law stationed in such a way as to command a view of the entire gardens would undoubtedly be the means of effecting the reform so ardently petitioned for by several correspondents.

The footpath nuisances continue to be as bad as ever in Hongkong, in spite of all the complaints that have been made of late. Coolies can still carry their bamboos and loads on the side-walks with impunity, and keep on their great umbrella-sized hats. In the early morning few Europeans are abroad, but those that do stir out betimes for a stroll or on business are liable to get struck by a leg of mutton or greasy pork or some such meat being carried from the market. Meanwhile the Indian and Chinese constables look on calmly and do nothing.

A good story is told about a deep-sea fishing party that went out the other day from Hongkong on a junk to a point beyond Stonecutter's. They belonged to the staff of Victoria Gaol. They were away for the best part of a day, and returned with a splendid bagful of fish, which were produced in the mess-room and exhibited with much pride and boasting. Afterwards the fish were distributed, some going to the boys. One of the boys on receiving his present thanked the donor profusely and ejaculated, "Ee yah! No. 1 fish: belong Canton salmon." And on further examination it turned out that the whole catch were fresh-water fish, presumably from the market!

Not the least remarkable amongst Hongkong's curiosities is a rather large tree growing on top of a disused chimney in Wanchai. It is situated at the back of a Praya East coal godown situated near the corner of Percival Street.

BANYAN.

"Our transports," remarks the *Manila Sunday Sun*, "never seem to be out of trouble, and the money that has been spent on them in repairs at Hongkong would make a decent hole in Rockefeller's income. On Wednesday the 22nd June the U.S.A.T. *Liscum* was run into by the gunboat *Pampanga* at Parang, Mindanao, and a hole knocked in her seven feet long by seven inches deep. Part of the rent is below the water-line. This will probably mean going to Hongkong for repairs, to say nothing of the ship being out of commission for months."

The movement of tea between China and Russia has been much interfered with by the military demands upon the Trans-Siberian Railway and by the loss of the port of Dalny. It has been found necessary to have recourse to the old caravan route from Tientsin and Peking to Irkutsk and thence to Europe. The tea now goes by sea to Tientsin and thence by camels or by any other available means of conveyance. Insurances, the *London Times* says, have been placed on the consignments covering all risks, including capture, loss by theft, &c., right through to Moscow and St. Petersburg. The premium charged is 5 guineas per cent. The ordinary peace rate on tea from China to Moscow was only 12s. 6d. per cent.

THE WAR. NAVAL OPERATIONS.

[REUTER'S SERVICE.]

THE RUSSIAN BALTIC FLEET. LONDON, 30th June.

The *Times* Paris correspondent wires it is reported that Russia has applied for permission for the Baltic fleet to coal at French ports en route to the Far East, and that it is declared this is possible without a breach of neutrality.

A RUSSIAN DENIAL.

LONDON, 2nd July.

An official telegram from the Russian Consul at Yingkau reporting the arrival of Burukoff adds:—"Admiral Togo's statements of the affair of the 23rd June are inventions. All our vessels are safe and sound."

General Pflug at Mukden telegraphs in a similar manner.

Admiral Alexieff reports to the Tsar that he is informed by the Naval Commander at Port Arthur that the *Novik*, *Deane*, *Askold*, *Sebastopol*, *Poltava*, *Pobieda*, *Peresviet*, *Retvisan*, *Bayan* and *Pallada* made a sortie from the roadstead on the 23rd June; the fleet sailed twenty miles to the South, when they sighted the Japanese squadron, consisting of 5 battleships, 16 cruisers and 30 torpedoers. The Naval Commander adds: "Considering the greatly superior force of the enemy, I decided to return to Port Arthur and reached the roadstead where the fleet anchored. The Japanese made frequent attacks with destroyers, but were successfully repulsed. In the morning all the ships entered Port Arthur at high tide. At least two Japanese destroyers were sunk."

[JAPANESE OFFICIAL DESPATCHES.]

RUSSIAN GUARDSHIP AT PORT ARTHUR SUNK.

Tokyo, 3rd July, 4.40 p.m.

Admiral Togo reports that the 12th torpedo-boat flotilla on the night of 27th June attacked and sank the enemy's guardship, with two masts and three funnels, outside Port Arthur.

The same flotilla then exchanged fire with the enemy's destroyers, one of which was observed to capsize and sink. Our casualties were 14 killed and 3 wounded.

JAPANESE NAVAL DISASTER.

Tokyo, 7th July.

Admiral Togo reports that the *Kaimon*, while on a special mission on the 5th inst. outside of Talienwan, under a thick fog, hit a Russian mine and sank. Three officers, including Commander Takahashi, 19 non-commissioned officers and men, were missed. The rest were saved.

[FROM OUR OWN CORRESPONDENT.]

BRITISH SLOOP ORDERED TO NEWCHWANG.

LONDON, 4th July.

Earl Percy in the House of Commons said that H. M. S. *Espergle* had been ordered to Newchwang.

LAND OPERATIONS.

[REUTER'S SERVICE.]

ARMY ORDER BY GENERAL KUROPATKIN.

LONDON, 29th June.

A St. Petersburg semi-official says that General Kuropatkin has issued an Army

order at Liaoyang, directing the troops to treat the fallen or captured Japanese with a respect due to brave foes and to care for the wounded in the same way as they care for the Russian wounded.

The telegram adds that this is doubtless in response to the excellent treatment of the wounded Russians in the Japanese hospitals.

THE FENCHUILING FIGHT.

LONDON, 30th June.

General Kuropatkin wires that the Japanese force which captured the Feng Chiu pass consisted of 27 battalions. He admits that the Russian loss was heavy.

CLOSING IN ON PORT ARTHUR.

LONDON, 1st July.

A Russian official despatch shows that the Japanese on the 26th last captured first the heights behind Siaopingtao, 14 miles east of Port Arthur, then Lungwangtang mountain, eight miles to the east of Port Arthur. They are now erecting a heavy battery on Lungwangtang.

The Russian gunboats and torpedoes from Port Arthur supported the Russians.

Strong Japanese columns are advancing along the central Dalny-Port Arthur road.

RUSSIAN REPORTS.

THE JAPANESE REPORTED TO BE RETIRING.

LONDON, 3rd July.

General Kuropatkin reports that the Japanese force have ceased to advance everywhere except from Senyucheng. They are retiring in the Eastward from the region North of Fenghwangcheng.

St. Petersburg newspaper telegrams from Liaoyang state that the Russians are taking the offensive and re-occupied the Taling pass. The correspondent of the *Bourse Gazette* says that Motien pass and Fengshui pass have also been re-occupied, and that Mischenko's Cossacks have annihilated a Japanese brigade at Sinyen. On the Tashichiao road the Japanese are retiring from all their positions.

The escape of the Vladivostock squadron was due to the darkness and the fog. Admiral Kamimura at nightfall approached the squadron to within a distance of 5 miles between Ikishima and Tsushima. The Russians shelled the pursuing torpedoers and, suddenly extinguishing their lights, disappeared in the darkness.

A GROWING FORCE

LONDON, 5th July.

General Kuropatkin had fewer than 120,000 men of all arms on the 17th June, but a steady increase since that date makes his position at Liaoyang and Haicheng quite secure.

RUSSIAN RESERVES CALLED OUT.

LONDON, 5th July.

An Ukase calls out a further large body of reservists to the Military districts of St. Petersburg, Moscow, Kasaw and Kieff.

GERMAN NEUTRALITY.

LONDON, 5th July.

The *Kolnische* remarks that should Russia's warships take refuge at Kiaochau, Germany will strictly carry out international neutrality obligations.

HARDLY A ROUT.

LONDON, 5th July.

An official St. Petersburg despatch reporting the recent fight at Motienling, says that the Russians routed the Japanese advance guard in a bayonet fight and then retired, the Japanese being reinforced. The Russians lost over 9 officers and 200 men.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIANS ATTEMPT TO RETAKE MOTIENLING.

Tokyo, 5th July, 3.45 p.m.

General Kuroki reports that under a thick fog at dawn on the 4th instant, two battalions of the Russian infantry attacked our outposts at Motienling, trying three times to take it by assault. After severe hand-to-hand fighting our outposts repulsed the enemy, and pursued them 4 miles west.

Our side had 15 killed and 30 wounded, including one officer. The enemy left on the field 30 dead and 50 wounded.

[REUTER'S SERVICE.]

VALOROUS RUSSIANS.

LONDON, 6th July.

General Sakharoff, who watched the Motienling fight from a tower, praises the valour of the troops.

General Sakharoff reports that the Russians on the 3rd instant drove the Japanese to within four miles of Sen Yu Ching, and that the enemy is fortifying the Taling pass.

RUSSIA REQUIRES MORE MEN.

LONDON, 6th July.

A Ukase to-day calls out 447,302 men liable to military service in accordance with the conscription law, also all naval reservists in European Russia for the purpose of completing the complement of the Baltic ports. It also calls out the reservists in the Southern provinces for Sevastopol.

THE TRANSPORT DISASTER.

OFFICERS KILLED AND SAVED.

The *Asahi* observes that there now seems little reason to doubt that Captain John Campbell, master of the *Hitachi Maru*, met his death when disaster overtook the transport. This being generally accepted, the Government is now making investigations with a view to decorating him for his services and granting a pension to his family, as in the case of a Japanese officer under similar circumstances. The same measures are being taken with regard to Mr. Glass, the Chief Engineer of the *Hitachi*, and other foreign officers. Mr. Hayashi Asataro, of the Moji branch of the N. Y. K., who has been making inquiries into the fate of the crews of the *Idzumi*, *Hitachi*, and *Sado*, reports to Mr. Yatsui, manager of the N. Y. K. at Kobe, that the total of the crews of the three steamers who were saved and brought to Moji is 117, being 16 from the *Hitachi*, and 102 from the *Sado* including the third officer. From these men it is learned that Captain Campbell, who was on the bridge when the Russians approached, had his right foot completely shot away. He was seen sitting on a chair near his cabin for a time, afterwards. Some say he threw himself overboard, but the crew saw little of him after he was shot. Mr. Glass, the Chief Engineer, was seen lying in the passage between his cabin and the engine-room, also wounded by a projectile. Mr. Bishop, the Second Engineer was working in very high spirits up to the last. It is stated he once jumped into the water, but clambered on board again, helped to lower a boat, and left with thirty or forty men, he being at the helm. Two or three of the men in the boat were swept away by a shot and the rest jumped overboard. Mr. Bishop was seen swimming and clinging to an oar. It is supposed he is among the drowned. Captain Anderson, of the *Sado*, Mr. Kerr, Chief Engineer, Mr. Dring, Chief Officer, and Messrs. Yahiko and Kawata, purser and clerk, were picked up by a Russian boat and taken on board one of the warships. Mr. Carmichael, Second Engineer, and a few seamen and stokers, rowed to a warship. Captain Higg, Chief Engineer Kubo, Purser Yoshida, and all the other members of the crew of the *Idzumi* who were not killed, may have been taken on board one of the Russian ships. The boatswain and

14 men were killed by the first firing at the Idzumi.—*Kobe Chronicle*.

WAR ITEMS.

The campaign, as far as the Japanese are concerned, is really about three weeks ahead of what may, without levity, perhaps be described as scheduled time, so that the elements must have been one of the factors taken into consideration at the beginning of the war. General Wheeler, says an American exchange, says the Japanese must be experiencing enormous difficulty in getting their larger field guns to the front, owing to the condition of the roads, which must be like morasses in many places, but he does not doubt that they will "get there all right." This is the general view taken here.

Three Russian warships re-appeared off Tsushima on the 2nd instant, according to a Tokyo correspondent. The *Echo de Chine* reports the squadron off Gensan on the same date. The Vladivostok ships will probably share a sort of "Flying Dutchman" character for a time.

A Chefoo story refers to a Greek arrival who declared that the Admiral of the Port Arthur fleet was an elderly gentleman who hadn't been to sea for many years. The military officers were therefore mistrusting him. The garrison, it is also said, were pessimistic as to the fate of Port Arthur.

The enormous disproportion between the number of troops which ought, according to the Russian calculation, to be now at the disposal of General Kuropatkin and the number of those believed to be actually under his command, is explained, it is suggested, by the probability that the missing men have been stranded at intermediate stations on the Siberian railway. It has also been explained in ways less complimentary to Russian historians.

THE YALU VICTORY AND GERMAN INSTRUCTION.

Major-General Meckel, formerly military instructor in Japan, received a telegram from Baron Kodama, Chief of the Japanese General Staff, saying that the Yalu victory was won "by officers whom you instructed." Baron Suyematsu, writing to the *Times*, explains the motive of the telegram. General Meckel, he says, was in Japan for several years as a military instructor. He was then an officer of the German army, but not a general, and was chiefly engaged in the exposition of the theory of strategy and tactics in our military college. Beside the occasional manoeuvres he often made excursions with a number of the officers to different parts of the country, and made imaginary battles by means of fictitious campaign plans of the opposing armies for the purpose of practising his theory, which benefited our officers very much. Baron Kodama was one of those officers. No doubt he felt, after the battle of the Yalu, special interest in the importance of strategy, and personal recollection of General Meckel's service revived in his mind vividly; hence the telegram.

ALLEGED RUSSIAN PROPOSALS TO CHINA.

The Tientsin correspondent of the *London Daily Express* telegraphing on May 29th stated that M. de Lessar, on behalf of the St. Petersburg Government, had informed Prince Ching at Peking that Russia would finally evacuate Newchwang if China would give her formal assent to the concession for the railway, 770 miles long, running from Kalgan across Chinese Mongolia to Kiakhta, eighty miles from Lake Baikal. M. de Lessar further proposed to evacuate Manchuria outright if China would grant Russia a lease for a fixed term of the Ili territory. Prince Ching laid these proposals before the Chinese Government, but had not made an official reply to the Russian Minister.

The same correspondent also reported that the Chinese Viceroy, Chang Chi Tung, Wei Kwan Tao, and Shang Kung Pao, the heads of the war party, who recently had a conference at Nanking, memorialised the Emperor to abandon the policy of neutrality. They urged that all the Chinese treaties with Russia be annulled forthwith, including those of Nerchinsk, Aigun, Peking, and St. Petersburg, the Telegraph and Railway Conventions, and the Indemnity Protocol of 1901.

THE LATE ADMIRAL MAKAROFF AND PORT ARTHUR.

The Warsaw *Dnevnik* has published a number of letters written from Port Arthur by Colonel Agapiev, who perished in the *Petropavlovsk*. The last of the series contains an interesting account of an attempt made by Admiral Makaroff to prevent the sealing of Port Arthur by Japanese fire-ships. It was decided to sink a number of vessels outside the entrance in an S-shaped line so that while fire-ships would be almost certain to strike and sink, the vessels of the Russian squadron might pass out at need. The plan was, to a certain extent, actually carried into effect. On March 27 (April 9) a steamer called the *Edward Barry*, purchased from the North-Eastern Steam Navigation Company at a cost of 475,000 roubles (£50,538) was sunk at a spot where one of the Japanese fire-ships had been sunk, and on the following day another steamer called the *Shilka* was sunk near the *Edward Barry*. It was hoped that these two vessels would be sufficient to prevent any damage from being effected by Japanese fire-ships.

The war is being carried on in little-known regions, and the names of places mentioned in telegrams and in the letters of correspondents are variously expressed on paper by writers to whom they represent nothing but sounds imperfectly heard. An explanation of their hard syllables not only gives an interest to them, but serves to promote a uniformity of spelling. Professor Douglas in a letter to the *Times* instances a few. "Following in the wake of the Japanese (he says) we find that in passing into Manchuria they crossed the Yalu. The meaning of the word Yalu is 'Duck-reen,' and this name may possibly have been given to the stream from the number of ducks on its surface, or from some peculiarity in the colour of its waters. From this point the Japanese marched on to, and took possession of, Chiu-lien-ch'eng, 'the nine-linked city,' which has been variously written Kiu-lien-cheng, and by the Russians Tu-ren-cheng. The next town that was occupied was Feng-hwangch'eng, or 'the city of male and female Phoenixes.' This has usually appeared in the newspapers as Feng-hwaag-chenn. Later we are told that Japanese scouts have been seen on the Mo-tien-ling, or 'the 'sky-scraper' range,' so named from the height of its peaks. It is probable that if the Japanese succeed in crossing this range they will advance on Haich'en, 'the ocean city,' and may eventually reach Liao-yang ch'eng, which would appear to mean 'the city on the distant southern slopes.'"

IMPORTANT JAPANESE MILITARY APPOINTMENTS.

Marshal Marquis Oyama, on the 23rd ult., was appointed Commander-in-Chief of all the forces in Manchuria; General Baron Kodama, Supreme Superintendent of the General Staff Office in Manchuria; while Marshal Marquis Yamagata has been appointed Superintendent of the General Staff Office (Tokyo), with Major-General Nagaoka Vice-Superintendent.

THE "SADO-MARU" LESS DAMAGED THAN ANTICIPATED.

The *Sado-maru* has arrived at Matsue, Island, at the entrance to the Shimonoseki Straits. Operations were at once begun to pump the water out of the vessel, a measure that was necessary to prevent the ship from sinking. It is stated that the stern was almost submerged, while forward the hull was six feet above water. The damage was all under water and invisible. Apparently no damage was done to the upper works. The masts remained intact, and the boats except one were missing. The Japanese flag was at the stern. Down below horses were heard neighing with fear and hunger. Three dead bodies were found on board. Sixteen signalmen remained on the *Sado* when the military officers left the ship and these men arrived by the steamer. The damage, it is added, is much less than was anticipated, and the vessel can be used in the service again upon being repaired.

The Buddhist priests of the temples, and the nuns of the convents in Canton and elsewhere, possess considerable property, upon the rent of which they live practically in idleness. The Viceroy has ordered this property to be assessed for taxation purposes, the proceeds being devoted to the maintenance of schools in Canton.

SUPREME COURT.

Monday, 4th July.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

SEQUEL TO A FLOUR CONTRACT.

The Wing Chong Lee firm sued the Kwong Tak Wing firm for \$7,547, being the balance between the price of flour ordered by the defendants and not accepted and the price which the flour realised when put up for auction. Hon. H. E. Pollock, K.C. (instructed by Mr. John Hays, of Messrs. Johnson, Stokes and Master, solicitors), appeared for the plaintiffs. The defendant; did not appear.

he plaintiffs in their statement of claim stated that they were merchants carrying on business at 21, Queen's Street, and the defendants were merchants, or were until lately, carrying on business at 86, Wing Lok Street. They (the plaintiffs) had suffered damages to the extent of \$7,547 by reason of the defendants' breach of contract for the purchase of certain flour which defendants did not accept or pay for; therefore the plaintiffs were compelled to sell by public auction, and it realised \$45,598, which was \$7,547 below the contract price. For this sum they sued.

His Lordship gave judgment for the plaintiffs with costs.

In another case the Wing Chong Fat firm sued the Kwong Tak Wing firm for \$1,803, also for damages caused by the non-acceptance of flour, the defendants being merchants lately carrying on business at 86, Wing Lok Street. The price was agreed upon at \$11,550. The plaintiffs were compelled to sell by public auction, when the price realised was \$9,747, and they sued for the difference, \$1,803.

His Lordship gave judgment for plaintiffs with costs.

Wednesday, 6th July.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

A PAINTER'S CLAIM.

The I Hop firm, painters, sued Chan Wa Lung, building contractor, for \$189.53 in respect of work done and material supplied. Mr. O. D. Thomson, solicitor, appeared for the plaintiff, and Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, was for the defence.

Mr. Thomson stated that the amount claimed was the balance due on a contract account, the full amount having been \$625. Defendant did not admit several items in the account. The whole of the transactions between the parties were verbal ones, there being no documents at all.

After hearing evidence, His Lordship gave judgment for the plaintiffs for \$102.53 with costs.

PROMISSORY NOTES.

Chiu Wing San sued Chiu Man Yeung for the return of two promissory notes. Mr. Otto Kong Sing, solicitor, appeared for the plaintiff, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, for the defendant.

Mr. Kong Sing said that the action was for the return of two documents in Chinese purporting to be promissory notes and which, it was claimed, had been paid off.

Mr. Grist said he appeared, under protest, for the defendant. He objected that the Court had no jurisdiction in this case, because the action did not arise in any way in Hongkong, nor was defendant at the time of the issue of the writ in Hongkong; therefore the Court had no jurisdiction in the matter. Its jurisdiction was confined to actions which arose within the Colony or actions in which the defendants were at the time of the writ within the jurisdiction.

His Lordship.—What about service? Mr. Grist said that service could only be ordered if an action arose within the jurisdiction. The question of jurisdiction was in ordinary cases weighed by appearance in a case, but he appeared under protest.

Mr. Kong Sing argued that it was an action raised in the Colony on a promise specifically given to return these notes to the plaintiff; the promise was given in the Colony, and also the document in writing.

Evidence was called.

Plaintiff in the witness-box stated that he was to pay 600 taels on account of these documents. He paid that amount in Hongkong. Defendant promised to return these documents to him when he was in Hongkong, but had not done so.

Cross-examined—The two notes were made in the names of different people; they were made in his native village of Kauhau, San Un district, near Canton. Defendant had a business there. Plaintiff had a business in Hongkong. When the settlement took place he paid over 600 taels out of a total of 610 taels payable to defendant.

After other evidence, His Lordship made an adjournment until this forenoon at 10.15 o'clock, when the case for the defence will be heard.

Thursday, 7th July.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR W. M. GOODMAN
(CHIEF JUSTICE).

THE PO FUNG BANK.

The case was again called in which upon the application of the Official Receiver (Mr. Bruce Shepherd) the Court had ordered that an issue be tried as to whether Lo Yuk Shang, Kwong King Tong and Kwong Yik Nam were partners in the Po Fung Bank at the date of the petition in bankruptcy being filed, or at such other date as the Court may determine.

Mr. John Hastings, solicitor, appeared for the Official Receiver; Mr. H. W. Looker, solicitor, of Messrs. Deacon, Looker and Deacon, appeared for the men alleged to be partners in the bank; and Mr. S. W. Tso, solicitor, and Mr. O. D. Thomson, solicitor, represented certain creditors.

The action was the outcome of the Bankruptcy proceedings *re* the Po Fung Bank *ex parte* Po Tsung Chan, it being alleged that certain persons were partners in the Po Fung bank, an allegation they denied.

His Lordship in delivering judgment said:—

This was an issue directed to be tried to determine whether Lo Yuk Shang, Kwong King Tong, and Kwong Yik Nam, were partners in the Po Fung bank, which failed last March and was adjudicated bankrupt on the 2nd day of June, 1904.

Mr. Sharp, K.C., and (in his absence) Mr. Hastings for the Official Receiver argued that the above named were partners, while Mr. Slade appeared for the alleged partners and argued that they were not and never had been partners in the Bank. The trial lasted for four days.

The question which I have to decide is whether Lo Yuk Shang, Kwong King Tong and Kwong Yik Nam, or any of them, were partners in the Po Fung Bank on 24th March, 1904, the date when the bankruptcy petition was filed. It has not been suggested that any of the three resigned before that date. On the one side it was contended that they never were partners in the bank at any time, and on the other side it was contended that they were partners and had at different times distinctly told the witnesses who deposed to it that they held shares in the Po Fung bank. If they were, at any time, partners it would, therefore, appear that they were so in March last, so that the really important question is were these persons, respectively, partners at any time in the Po Fung Bank. It seems that the managing partners were Kwong Kam Nam and Cheong Kai Yu. That is admitted by both sides. The bank was started about September or October, 1901, and according to the statements of the managing partners it appears that Kwong Kam Nam put in about \$38,000, and Cheong Kai Yu contributed about \$5,000, making a capital of \$43,000, with which to start and carry on the Bank. It seems that shortly before the 25th of February of this year certain people became suspicious of the bank's solvency. Indeed, Kwong Kam Nam, when examined, stated:— "The run on the bank began on 25th February and onwards. We borrowed money to stave off the run. From 1st February to 9th March,

1904, our books show \$99,000. received." The petitioning creditor, Chau Kam Chiu, of the Po Tseung Chan firm, states in his affidavit that the bank owes his firm \$20,000 for money lent on 4th March 1904, and that on 14th March he received notice that the bank had suspended payment with liabilities of about \$120,000.00. Although the nominal assets are alleged to be more than that, there does not appear much chance of collecting any great proportion of them. Now, as it appears that Cheong Kai Yu, one of the managing partners, had advanced out of the bank's funds or deposits some \$51,000 to his own shop, the Yee Cheung, and \$14,000 to his father's shop at Kongmoon, it is not surprising that the creditors who had deposited money and found themselves such heavy losers by the bank's failure, should be indignant at such an application of the bank's assets—indeed, it seems that the last instalment of \$24,000 to the Yee Cheung was actually advanced by Cheong Kai Yu on 26th February this year. Cheong Kai Yu admits this in his examination, and also that it has not been repaid. Conduct of this sort may well explain why his statement that he and Kwong Kam Nam were the only partners, is not deemed at all conclusive by many of the bank's creditors and, in the result, I have to decide the issue whether the three others who have been named were also partners in spite of their denials of that assertion. It may be well in the first place to make some general observations as to the law in force in Hongkong. The law of partnership in this Colony is clearly stated by Ordinance No. 2 of 1897, entitled "an Ordinance to declare and amend the Law of Partnership." That law is practically the same as the English law, and it in no way recognises the notion of limited liability as regards the partners in a private firm. The principle of limited liability so well known in connection with Companies formed under the Companies' Ordinances, where proper modes are provided for winding-up such companies and apportioning the liability of members in case of insolvency and failure, does not apply to private firms.

A system of limited partnership or partnership *en commandite* or *in commendam* is recognised by French law, which, I believe, requires all partnerships and companies to be registered. In that system the contract is between one or more persons who are general partners and jointly and severally responsible, and one or more other persons who merely furnish a particular fund or capital stock, and thence are called *commanditaires*, or *commendataires*, or partners *en commandite*. The business is carried on under the Social name or 'firm' of the general partners only, the partners *en commandite* being liable to losses only to the extent of the funds or capital furnished by them. But, as I have said, such a system with regard to private firms is not recognised by English law, or the law of Hongkong. I mention this because I believe that among the Chinese of means these are many who wish to limit their liability to the amount of their share in the business. They dislike being liable for unknown amounts resulting from the contracts which the managing partner may enter into on behalf of the hong, and as, under British law, all partners are liable for the debts of the firm, when they wish to evade this obligation they take care that their names shall not openly appear as partners, even in cases where their friends know that they are really partners having shares in the business, and on that ground are more ready to give credit to the firm. In case the firm should become insolvent, such persons probably honestly believe that they have discharged all the obligations imposed by integrity and commercial morality if the share they have contributed goes towards meeting the liabilities of the firm. They feel practically secure against further liability because of the great difficulty of proving them legally to be partners. Such is the view I entertain from the experience I have gained in this Colony from the numerous cases of disputed partnership which have come before myself and other judges in the courts of law. I only refer to this difference between the English law of partnership and the Chinese view of the subject because it may possibly partly account for the remarkable contradictions by one side of the evidence given on the other so often met with in cases of dispat-

ed partnership. If every witness would really try to speak the truth, one would suppose there could be no difficulty in ascertaining whether A B and C were partners in a given firm. First one would naturally refer to the partnership agreement or to the book containing the partners' names, usually kept by respectable Chinese firms. But here, not only was there no written partnership agreement, but the managing partners say there was no book kept at all with the partners' names in it. It was alleged there was such a book and that it was at Kongmoon, but I do not think that was satisfactorily proved and the managing partners denied it. An examination of the ordinary books of the firm throws, I am informed, little light on the question. It is not stated who the people were who put in the capital. No yearly balance sheets shewing profits and losses were made out, and the profits if any at the end of the Chinese years in 1902, 1903 and 1904 do not seem to have been paid over to any of the partners, and we are left, therefore, to consider the conduct and statements of the admitted partners and of the three alleged partners, and of the witnesses. If the evidence for those who allege that Lo Yuk Shang, Kwong King Tong and Kwong Yik Nam are partners is to be believed, the case is abundantly made out against them. But, as the witnesses called on the other side contradicted most of the relevant evidence given by the witnesses for those whom for convenience I will call the plaintiffs, the case requires careful consideration, and that I have bestowed upon it. The Official Receiver, I think very properly, wished the question to be decided one way or the other, and it was threshed out for four whole days during which an extraordinary amount of absolutely contradictory evidence was given. I think that the burden of proof lies on the plaintiffs, those who allege the partnership. Have they brought forward such a body of credible evidence as to turn the scale against those who deny that the three persons mentioned were partners?

Taking the case of Lo Yuk Shang.

Lui Fu Ngam deposed that Lo Yuk Shang asked him to deposit money in the Po Fung Bank and told him he had a share in it, and that, accordingly, he did so, and the insolvent Bank now owes him \$1,350. Wong Yut Man (or Kwong Yut Man), master of a rice shop at 195, Wing Lok Street, deposed that Lo Yuk Shang came and asked him to "patronise our Bank the Po Fung" and stated that "he had a share in it." The witness did deposit accordingly and the Bank now owes him \$2,000.

Tsui Pak Yu, who was for some time a partner with Lo Yuk Shang in the Shung Shing shop, deposed that Lo Yuk Shang stated that a few Sunning people had started the Bank, and that he "had a few thousand dollars in it," and thus the witness was induced to deposit money, and now the Bank owes him \$600.

Lau Sing Kiu, managing partner of a firm at 127, Wing Lok Street, stated that, at his shop, Lo Yuk Shang said "It is a genuine Bank, my friends are carrying on the business and Kwong King Tong is a partner." That afterwards he saw Kwong King Tong, who told him that Lo Yuk Shang was also a partner, and he was induced to deposit and the Bank now owes him \$2,000. He added that after the Bank got into difficulties, he saw Lo Yuk Shang who said "when the accounts are made up, we shall pay you all."

Then Chan Yam Cheung, a partner in a firm at 73, Wing Lok Street, deposed that he knew Lo Yuk Shang, who used to live in the country close by his place, and that, about the beginning of January this year, Lo Yuk Shang called and said he had a share in the Bank and asked the witness to deposit money in it. This he did and is now owed \$500 by the Bank. When he went to the Bank, about 8th March, he was told by Lo Yuk Shang he would get paid when the accounts were made up. In face of the evidence of these five witnesses and the direct statements of Lo Yuk Shang deposed to by them, to what conclusion is one forced to come? Either that the evidence is false or that Lo Yuk Shang was a partner. Sir Nathaniel Lindley says, in his standard work on Partnership, at p. 95:— "An admission made by anyone that he is a member of a particular partnership is evidence of that fact against him; and such an admission renders it unnecessary, for the purpose of fixing him with the liabilities of a partner, to show

that he executed any document whereby he became a partner." It must be borne in mind that the witnesses mentioned deposited money with the Bank on the faith of these statements or admissions; and, therefore, they cannot well be mistaken. Unless they are wilfully giving false evidence it seems to me clear that Lo Yuk Shang held himself out to be a partner and did his best to get people to deposit in the Bank. I am aware that he denies the statements of these witnesses and indeed actually went so far as to state in the witness box, "I have never recommended the Bank to anyone." Yet he admits he did a business of between \$150,000 and \$160,000 a year with the Bank, that he was allowed to overdraw, and while so many creditors were losers when the Bank failed, he was on the right side and owed the Bank \$3,000, which he states he has paid since 6th March.

When he wanted to make out he had no means he stated that all he had was the share of \$1,000 in the Po Tai Wo, that was all he had in the world. In answer to the Court he said "I am worth a little more than \$1,000, and no more, assuming I pay what I owe and am paid what is due to me."

When the Court next met and he was cross-examined by Mr. Hastings as to certain transactions, he admitted he was worth over \$10,000, adding "If people pay me and business is all right I may be worth \$50,000. When I have to choose between his denials and the statements of the four or five witnesses as to what he said, I decide in favour of the majority. They are interested, but so is he, and their interests are certainly no greater than his, and they gave their evidence clearly and well."

Now as regards Kwong King Tong.

Wong Yut Man deposed that Kwong King Tong told him he had a share in the Po Fung and asked him, if he had any money, to patronise the Bank and also told him, after the suspension when he went to ascertain whether he would get paid, "We are only making up the accounts. You need not be afraid, people owe us more than we owe." Lau Sing Kin deposed that Kwong King Tong called at his shop and told him he was a partner and solicited custom for the Bank. On the other hand these statements are entirely denied by Kwong King Tong, who states that it is true he was originally asked by Kwong Kam Nam to take shares, but he declined and, indeed, that he was only an accountant in the Kwong Wing Cheong shop at \$12 a month, and that his estate was not worth, in the whole world, more than \$300.

Here, therefore, we have two witnesses deposing to his statements and his denial of having made them. There is, however, some corroboration of the witnesses, derivable from the lists hereafter to be referred to.

As regards Kwong Yik Nam, who is a brother of Kwong Kam Nam (one of the managing partners), Li Chi deposed that Kwong Yik Nam called on him last year, talked about the Bank and told him he had started it, that it was a genuine Bank and that he had shares in it and induced witness to deposit in it, that he deposited accordingly, and was now owed \$1,650 by the Bank.

Tsui Pak Yu deposed that, when he went to the meeting of depositors at the Bank after the failure, he saw Kwong Yik Nam there in the capacity of one of the Bank people and not as a creditor.

Fan Yuk Tung deposed that on 14th March, 1903, he had a conversation with Kwong Yik Nam who stated he had a share in the Bank and said, speaking of himself and others, "the Po Fung Bank is our business" and asked witness to deal with the Bank which he did, with the result that it now owes his firm \$5,000 and some \$3,400 more to individual partners in his firm. He also speaks of Kwong Yik Nam having been present at meetings of the Bank after the failure, particularly on an occasion on 11th March, 1904.

As regards Kwong Yik Nam's position when the Bank failed, it appears that he came out exactly right. He owed the Bank nothing and the bank owed him nothing, as he took out all his balance of \$3,000 on 29th February, 1904. Besides denying the statements of the witnesses against him, he stated that he went to Canton by the night boat of 8th March, 1904, and returned on 14th March. He did so he stated because of the illness of his wife and he took a doctor with him, whom he called to corroborate

his statement, and thus to show that he could not have been at the bank at meetings of depositors between the night of the 8th and the 14th March. If this is true, either Fan Yuk Tung must have been mistaken as to the date of his seeing Kwong Yik Nam at the bank or his statement must be incorrect, for he said it was on 11th March, 1904.

I come now to the matter of certain lists of masters or shareholders in the Bank furnished by Cheung Kai Yu, one of the acknowledged managing partners. In those lists the names both of Kwong King Tong and Kwong Yik Nam appear. It is true that Lo Yuk Shang's name does not appear and that Cheung Kai Yu has deposed that Lo Yuk Shang is not a partner, but as Cheung Kai Yu stated that Lo Yuk Shang was a friend of his it was suggested he was trying to shield him. I do not say these lists are absolutely conclusive. Though I do not believe the statements of Cheung Kai Yu as to how he came to furnish them, I prefer to believe the statement of Mr. Tso, the solicitor to the statement of Cheung Kai Yu, especially as that was not the only list he furnished. But, when coupled with the evidence of the witnesses who stated that both Kwong King Tong and Kwong Yik Nam expressly told them they had shares in the Bank, those lists cannot be taken as of no value, when they independently corroborate the statements of the witnesses.

Giving due weight to the evidence called to show that the three were not partners, some of which I have not specially referred to, and taking into consideration the demeanour of the various witnesses, I have come to the conclusion that the fact of the omission of Lo Yuk Shang's name from the lists is more than counterbalanced by the evidence of the four or five witnesses who depose to his having himself told them he had shares in the Bank, and on the whole I find as a fact that all the three men were partners in the Bank and I find against them on the issue and they must pay the costs of it.

CIGAR MERCHANT'S BANKRUPTCY.

Frederick Nolte, late of the Hotel America, came up for public examination in bankruptcy. Examined by the Official Receiver, bankrupt stated that he first commenced business in the Colony in October last year, as a cigar merchant. Before that he had been in the U.S. Army Transport, from which he resigned in February last year, and in October he commenced business as a cigar manufacturer, he having a half-share in the business. When he started business in Hongkong he had \$6,043 worth of cigars here and \$9,000 worth in Port Arthur and Shanghai. On 1st of March he bought the Hotel America for \$11,015. He borrowed the money on the strength of the cigars in stock. The cigars in Port Arthur disappeared. His Shanghai agent, David Beerbauld, also disappeared. To buy the Hotel America witness borrowed \$2,000 from his comrade, \$3,000 on a promissory note from H. Price and Co., and \$5,000 from a friend of his comrade's on a bill of sale payable after three months. At the expiry of that period they would not renew the bill of sale and forced him to sell. Price & Co. bought the hotel for \$16,000. Of that sum he spent \$1,000 for rent and paid \$15,000 to Mr. Brutton, who paid Price & Co. the balance due on their promissory notes and the bill of sale, etc., retained his costs amounting to \$1,000.60, and paid to the Official Receiver \$5,123. The Hotel America was paying when he had to sell it.

His Lordship—But were you not foolish to borrow this money for only three months?

Bankrupt said he had expected to get a renewal. He commenced manufacturing cigars in Hongkong on 10th February, but had not been able to make any clear profit yet. The apprentices had to be trained by Filipinos. If he had a capital of \$5,000 at present he could make a clear profit of \$6,000 a year. His total indebtedness now was \$17,100, of which \$12,630 was money borrowed to extend his business. He had no liabilities in Manila. On separation from his partner there the latter undertook to pay all the firm's debts.

After some further questions by Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist, solicitors) who appeared on behalf of a creditor, the examination was closed.

Mr. G. K. Hall Brutton applied for an order of adjudication on the estate.

His Lordship granted the application and appointed Mr. Bruce Shepherd Official Receiver.

PUBLIC EXAMINATION.

Chi Keng Wan, manager of the Tung Chan firm, came up for public examination in the bankruptcy proceedings brought by the Sui Kat bank.

Examined by the Official Receiver, the witness stated in the course of his evidence that he did not know who the partners in the firm were.

His Lordship said it was a case of a firm cheating everybody all round, and then nobody knew who the partners were. How much was the witness worth? he asked.

Witness—I have no money.

His Lordship remarked that that was the usual thing in such cases. Where was the money to come from to pay the debts of the firm?

Mr. H. W. Looker (of Messrs. Deacon, Looker, and Deacon, solicitors), who appeared for the Chartered Bank, stated that a Chinese gentleman had come forward with an offer to take over this business and pay 66 per cent. composition.

In reply to his Lordship.

The Official Receiver said the firm owed \$842,192 and there were \$500,000 assets. There was about \$400,000 worth of goods in the godowns. Witness had been told to make up a statement of affairs, but had not made up a full statement. He had gone off to Canton instead of staying here, and they had only got him back on the previous day.

His Lordship warned the manager that he did not believe he was speaking the truth and threatened to send him to gaol if he persisted in committing perjury.

Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, said he appeared for the debtors and represented this man, who was not a partner in the firm and had only come there to prove the statement of affairs.

His Lordship said that it was monstrous for the manager of a business to come there and tell them that he did not know who the partners were. Let them get the partnership book down and he would adjourn the case.

Mr. G. C. C. Master (of Messrs. Johnson, Stokes and Master, solicitors), stated that he represented the Hongkong and Shanghai Banking Corporation. It appeared that there was an offer of composition.

His Lordship asked who was making the offer?

Mr. J. Scott Harston (of Messrs. Ewens and Harston, solicitors), who appeared for a creditor, stated that there was a scheme on the file for a composition.

Mr. Goldring remarked that a Chinese was coming forward with an offer to take over the goods and pay a composition of 66 per cent. which, he understood, the creditors were prepared to accept.

Mr. Master added that if the scheme would not go through the creditors would be in a worse position, because among the goods was a large amount of sugar which was liable to spoil.

His Lordship remarked that a public examination was held in order to find out the truth, but apparently they could not get it out of this man.

Witness further deposed that there was no partner now alive. The firm had a capital of \$40,000. He did not know the originator nor how long it had been in existence, but he had been manager for ten years. There had been a loss every year for several years on sugar.

The Official Receiver explained that on the statement of affairs put in by the manager, the gentleman who had come forward stood to lose \$40,000. The creditors reserved the right to go to Java, where the firm also had property.

His Lordship said he did not want to stand in the way of a composition, and he would close the examination. He did not know whether they could call that a public examination or not, but it was the only examination they could have.

Messrs. Levy Hermanos, of Paris, who have but recently opened a branch at Singapore, have just sold an enormous diamond of 112½ carats to the Sultan of Deli, Sumatra. It is the celebrated stone known as the "Napoleon" which was recently discovered at the Cape, and it is said to be entirely the largest gem of its kind in this part of the world.

THE ORDINANCES OF HONGKONG.

SIR JOHN CARRINGTON'S NEW EDITION.

At the Legislative Council on the 12th inst. there will be submitted for formal approval the new and revised edition of the Ordinances of Hongkong, prepared under the authority of the Statute Laws (Revised Edition) Ordinance, 1900, by Sir John W. Carrington, C.M.G., late Chief Justice of the Supreme Court. Various unavoidable causes have combined to belate the issue of the work; but, now that it has appeared, it is a credit to the learned compiler—a monument to his proverbial painstaking thoroughness as a lawyer—and a credit also to the printers The Ordinance making provision for the preparation and publication of this new edition of the Statute Laws of the Colony received H.E. Sir Henry Blake's assent as long ago as the 29th of December, 1900; and His Honour Sir John Carrington was appointed a Commissioner to carry out the work.

Among the powers with which His Honour was invested were those of omitting repealed or partly repealed Ordinances, repealing enactments, preambles (where these could be conveniently omitted), etc.; also to consolidate into one Ordinance any two or more Ordinances *in pari materia*, making the necessary alterations and affixing a convenient date; to alter the order or form of sections where necessary; to divide any Ordinance into parts; to add or alter short titles; to correct any accidental errors; and to do all other things relating to form and method which might be necessary for the perfecting of the new edition. It was further provided that there should be attached to each Ordinance contained in the new edition a number showing its place among the Ordinances of the year to which it belonged, and that the Commissioner should prepare and cause to be printed in a separate volume a chronological table of all the Statute Laws of the Colony, including those not in force, and a full and complete index to the Ordinances contained in the new edition.

His Honour immediately set about this gigantic task to which he had been called. Arrangements were made with Messrs. Noronha & Co., Government Printers in Hongkong, for the printing of the volumes, for which a special font of type had to be got from England. The first part of the work was taken up by Messrs. Noronha in January, 1902; but, unfortunately, before much progress had been made, Sir John Carrington's health broke down and he had to leave for Japan on a three months' holiday. Even while on leave, however, his Honour did not relinquish his labours, the proof-sheets being sent up to him for revision as they were got ready. When he returned to Hongkong the work was resumed with renewed energy. Yet long before completion was in sight his time for retirement from the Chief Justiceship had come. His Honour when he went home to England on pension decided to continue to the end the task he had begun. The proof-sheets were sent by mail periodically to him at home, where he revised and returned them until the first volume of nearly 1,000 pp. had been completed and also the chronological table for insertion in the third volume.

Meanwhile, owing to the altered circumstances, some other means had to be found for printing the second volume and finishing the index for the last. It was finally arranged that this work should be entrusted to Messrs. Waterlow & Sons, Ltd., Government Printers, London Wall, London. Owing to these necessary changes in the original plans the issue of the volumes from the press was subject to many delays that would not have occurred otherwise. As Messrs. Waterlow completed the printing of the revised pages these were sent out to Hongkong, where the whole of the binding was carried out by Messrs. Noronha; and now the outcome of all these labours is seen in three handsome volumes:—

Volume I, 397 pages.

Volume II, 799 pages.

Volume III, 230 pages.

The volumes are bound in two styles—one full-calf to be sold at \$35; and the other half-calf, at \$25. Great care and thought have been

exercised in the arrangement of the chronological table, which gives the year and number of each Ordinance, the title and date, how repealed or otherwise affected, place in the new edition, and title in index. The index is as complete as it could be and its usefulness will no doubt be highly appreciated by all. The printing, paper and binding are excellent, and we understand that Messrs. Noronha & Co. have received from Sir John Carrington by letter an expression of his high appreciation of the way in which the work has been carried out by them. Sir John Carrington's own valuable and laborious services in the production of these volumes will doubtless bring their own recognition from Government. Sir John Carrington also edited the Hongkong Code of Civil Procedure which is at present in force.

After the new edition has been approved by the Council this will be notified in the *Gazette*, subsequent to which proclamation it will be in all Courts of Justice and for all other purposes the sole and only proper Statute Book of the Colony up to the date of the latest of the Ordinances contained therein, provided that the operation is not affected by any Ordinance which may be passed, before such approval by the Legislative Council, for the repeal, alteration or amendment of any earlier Ordinance after it has been printed in the new edition.

HONGKONG ELECTRIC TRAMWAYS.

CARS OUT FOR THE FIRST TIME.

SUCCESSFUL EXPERIMENTS.

On the 2nd instant an electric car went out for a run over a section of the new Hongkong rails for the first time for the purpose of testing the cars. Mr. G. Deane was driving, and the following gentlemen were in the car:—Mr. H. Hackwood, Resident Engineer of the Hongkong Tramways Electric Co.; Mr. J. Grace Scott, General Manager; Mr. C. A. Tomes (Messrs. Shawan, Tomes & Co.), Messrs. E. Emerson and Windsor (of Messrs. Dick, Kerr & Co., of London, the contractors); Mr. F. Graham (the cable contractor), Mr. Chan A Tung (local contractor), Mr. Fung Wa Chün, and few other gentlemen. Leaving the shed the car ran smoothly down Sharp Street, and along Wong-nei-chong Road as far as the Grand Stand. The seats were then reversed and a run was taken to the Praya by way of Morrison Hill Road. On arriving at the Police Station, near Ah King's slipway, once more the trolley was shifted from one wire to the other and the car ran back to the shed. The experiment was considered very satisfactory, as the car took all the curves very well, being slowed down, of course, on approaching them. She ran at a lively pace along straight parts of the track, going at least three times faster than the best ricksha-puller. At the curves the trolley showed a tendency to slip off the wire at the joints, but this will not occur when the trolleys are adjusted. Not the least noteworthy feature of the run was the blank astonishment of the numbers of gaping Chinese spectators, and the dejected look of the ricksha-pullers. The car in question was "No. 16." It almost made one imagine himself in the "Tuppenny Tube" to read the familiar notices saying "No smoking allowed," and "Please do not spit in the car."

When the cars start running, which they ought to do on or before the 1st prox., the traffic of the first few weeks is certain to be abnormal, for everybody will want to experience the sensation of a ride on the electric car. When the work is finished the line will be taken over from Mr. Hackwood by Mr. Scott, the General Manager. There will be 26 cars running, and if an estimate of the earning capacity of the line be made it is not too much to put the figure at \$50 a day per car, making a total of \$1,300 a day. There will be 5-cent 1st class fares for some distances, the fare for the whole length of the island being 45 cents. The ticket-collectors, conductors, etc., have already been engaged. They were to be seen at the car shed on Saturday wearing their numbered badges.

Had it not been for obstructions by the Public Works Department the line would have been completed some months ago. The chief obstruction was the raising of the level of the road at Praya East. It was a big job, and though the P.W.D. may have worked creditably it took a long time. The raising of the road level by two feet in this vicinity is a part of the scheme whereby a large portion of the harbour area lying between the pier jutting out in line with Arsenal Street and the west end of Causeway Bay is to be reclaimed. A later obstruction to the completion of the line was the uncovering of a drain at Arsenal Street, and this is practically the only place remaining where work is not yet completed.

In 1902 an ordinance was passed by the Legislative Council of Hongkong authorising the tramways to be laid down by the Hongkong Tramways Electric Company, an English Company with its headquarters in London, and work was commenced in May 1903. The detailed plans, etc. were prepared by the Company's Consulting Engineers, Messrs. Alfred Dickinson and Co. of Birmingham, who appointed Mr. Harold Hackwood to act as their representative in Hongkong as Resident Engineer in charge of the construction. The contractors were Messrs. Dick Kerr and Co. of London, who carried out the whole of the work.

The total length of single track is 14 miles which is laid in 9½ miles of route. The track is laid to a gauge of 3 feet 6 inches, with rails of the girder type weighing 86lbs. per lineal yard. Each rail joint is double bonded with 6/0 S.W.G. copper bonds.

The lines within the City are laid for the most part as centre pole construction, but the eastern portion of the route being outside the City boundary, is laid as single line with passing places and is equipped on the side pole system.

With the exception of a short branch line, which runs to the Race Course, the route runs parallel with the water front and with the exception of a short length at Quarry Bay is practically level. At Quarry Bay a short length of road grading has been done, the original grade of 1 in 10 having been reduced to 1 in 15. Beyond Quarry Bay is the eastern terminus of the line, where is situated the small Chinese village of Shauiwan.

Owing to the varying nature of the ground three forms of permanent way construction have been adopted. Where the ground was solid the rails were bedded on a concrete beam 18 inches wide and 6 inches deep; where the ground was not so good a bed of concrete 6 inches deep and 7 feet 3 inches in width extending under the whole track and 1 foot 6 inches on either side was adopted; over doubtful ground which had been recently reclaimed from the sea, this concrete bed was increased to 8 inches in depth. The concrete used was mixed in the proportion of 6 to 1, Portland cement of local manufacture and exceptional good quality being used. After the rails and the bottom concrete were laid the road surface was made up to rail level with concrete and finished off with a smooth surface to the proper camber of the road.

The overhead construction has been carried out in a very neat manner, the length of arms on the centre poles not exceeding 2 feet while the arms on the side poles vary in length, the majority of them being six feet long. The poles are of mild steel, 2½ feet 3 inches in length, 7 inches in diameter at the base, tapering to 4 inches in diameter at the top. They are set six feet in the ground in a solid block of concrete. Within the city, ornamental base castings greatly add to the appearance of the poles, which are still further enhanced by the addition of wrought iron scrolls on the bracket arms.

The trolley wire is divided into half mile sections by means of section insulators, and at each of these points the main feeder cables are tapped and current is taken to supply each section of trolley wire; this is accomplished by running the feeders through a feeder pillar containing the necessary switches and fuses; the connections from the feeder pillars to the trolley wires being made with rubber covered 37-16 cables carried up inside the poles and along the sides of the bracket arms. The pressure on the trolley wire is 500 volts. A light-

ning arrester is provided in each feeder pillar and also a telephone giving direct communication with the power house.

The feeder cables were supplied by the Callenders Cable and Construction Company and laid on the solid system. In addition to the main feeders running east and west from the power station a return 37/13 booster feeder has been laid in each direction to within a mile of the two distant termini, where it is connected to the rails; it also makes connection with the rails at each feeder pillar. A three core pilot wire has also been laid from the power station to each terminus, one core being connected up for testing purposes and the remaining two cores being used for telephone service.

The generating station is as nearly as possible in the centre of the system, a convenient site having been obtained alongside the Bowrington Canal, from which water for condensing purposes is obtained and which enables coal and materials to be delivered by barges direct at the site. The only objection which could be found with the site lay in the fact that a very few years ago it was reclaimed from the sea and consequently no good foundation could be obtained for either buildings or machinery. However, as it was the best site obtainable in all other respects this difficulty had to be overcome, and efficient foundations were obtained by the driving of over five thousand piles. These were spaced so as to support the whole weight of the buildings themselves, the ground, which greatly varied in solidity, being left as an additional factor of safety. China fir poles, 15 feet in length and 5 inches in diameter, were used for the buildings and machinery, special 7-inch poles 18 feet in length being used for the chimney foundations.

The depot comprises engine-room and basement, boiler-house, cars-shed and machine-shop, smithy, paint-shop and carpenters'-shop, and also offices. The engine room, which is lofty and well lighted, contains two continuous current, direct connected railway generators of the multipolar type, compound wound, giving a potential of 550 volts, and making 100 revolutions per minute. They are designed to run either separately or parallel. The generators are keyed direct on the main shaft of the engines, which are of the horizontal cross compound type, each engine being equal to a maximum load of 557 brake horse power. The engines, built by Yates and Thom, are each provided with a Wheeler surface condenser of the Admiralty pattern, and may be worked either condensing or non-condensing. The condensed steam is conveyed to the hot well to be again used for boiler feed. The condensers are fixed in the basement below the engine room, as also are all the steam, exhaust, circulating and other pipes, thus leaving the engine room free and open. Circulating water for the condensers is obtained from the Bowrington Canal, which is alongside the site, the water first passing through pumps fitted with gratings and strainers to exclude obstructions.

In addition to the two traction sets there are two smaller plants for arc and incandescent lighting of the depot, one set being driven by a small high speed engine and the other by a motor running from the 500 volt circuit. The lighting circuit is supplied at 100 volts pressure.

The switchboard, consisting of nine panels, includes a main station panel, two generator panels, two feeder panels, one Board of Trade panel, and three lighting panels. The main station panel contains recording instruments of the latest pattern, the recording wattmeter shewing the total output of the station. The Board of Trade panel is arranged for receiving test wires from different parts of the line and is provided with instruments for making all the tests required by the Board of Trade.

An overhead travelling crane is provided capable of lifting and traversing in any direction a load of ten tons over the whole area of the engine room.

The boiler house, which is at a lower level than the engine room, contains two double drum, water-tube boilers of the Babcock and Wilcox type, arranged to burn ordinary Japanese engine-slack. Each boiler has 3,654 square feet of heating surface, evaporates 12,000 lbs. of water per hour, and works at a pressure of 160 lbs. per square inch. In addition to the steam and water gauges each boiler is fitted with a spring safety valve and a dead weight safety

valve. Water is supplied to the boilers by two Blake and Knowles feed pumps which take water from either the storage tank or the hot well and feed the boilers through the economiser. This, manufactured by Green of Wakefield, contains 288 pipes, and by utilising the waste flue gases to raise the temperature of the feed water, effects a great saving in fuel.

In case of mishap the economiser may be cut out of use, the flue gases being conveyed to the chimney by means of a bye pass, or auxiliary flue, and the feed water being pumped direct into the boilers without passing through the economiser tubes. Two feed water filters are supplied and all water passes through one or other of these before entering the boilers.

The chimney, which is circular, is built of brick and is 153 feet in height. As Chinese bricklayers are unaccustomed to this class of work it presented greater difficulties in construction than any other portion of the work, and as Hongkong is subject to typhoons of noted severity, exceptional care had to be taken with both the foundations and the careful building of the shaft. With the exception of the foundations and the chimney cap, the whole of the brickwork is built in lime mortar of peculiar composition, as is also the brickwork of the buildings. Instead of employing sand, as is usual in the mixing of lime mortar, a local earth of a red colour, termed locally "red earth," was mixed with the lime, and water added to bring the whole to the right consistency for mortar, with which the bricks were laid. As the work was being carried out by English engineers there naturally existed great prejudice in departing from the beaten path and this method of procedure was not adopted until exhaustive tests had been made all of which proved that lime mortar made with red earth gave far better results than that made with sand, conclusively proving what the local architects had known for years. In the mixing of lime concrete the red earth was also substituted for sand. The explanation of this appears to be that the lime is neither thoroughly burnt nor properly slaked; if it were possible to obtain in Hongkong lime of the English standard of quality there is no doubt that the practice of using red earth instead of sand would speedily die out. The red earth consists of granite in a very advanced state of decomposition.

The car shed, which is a rectangular building 200 feet in length, contains six lines of track and gives accommodation for 35 cars. The roof is of iron, in two spans partly glazed and provided with louvres, giving plenty of light and ventilation. Inspection pits run the whole length of the shed.

Twenty-six single deck motor cars are provided, ten being of the combined type with an enclosed portion in the centre and an open platform, provided with seats, at either end, these cars being reserved for first class passengers. The remaining 16 cars are of the open cross bench type, commonly known as toast racks, and are for the conveyance of second class passengers.

The over all length of the cars is 29ft, the total width is 6 feet 6 inches, and the wheel base is 6 feet 6 inches.

The first class cars have a seating capacity for 32 passengers and the second class cars for 48 passengers. Each is mounted on a Brill 21 E truck, fitted with two four-pole series wound single reduction ironclad motors of 25 horsepower each. The cars are driven from either end, each end being fitted with a series parallel controller.

In addition to the hand brake in general use a very powerful emergency brake can be formed by short circuiting the motors on themselves and thus converting them into generators. The trolleys, which are of the lateral type and provided with a swivel head, are 16ft. 6 in. in length and enable the trolley wire to be fixed ten feet away from the centre of the track where necessary. The car bodies were built at Preston by the Electric Railway and Tramway Carriage Co. Ltd., and were shipped to Hongkong in sections, where they were fitted together and connected up in a very short space of time.

At one end of the car shed is a well equipped workshop containing screw cutting gap lathe, wheel lathe, wheel press and

drilling machines, the whole being driven by a 500 volt motor.

A suitable smithy, carpenters' shop, and paint shop are also provided.

The management of the line is under the able direction of Mr. J. Gray Scott, the late popular Municipal Electrical Engineer of the Croydon Corporation, which position he resigned to take up his duties in Hongkong. As this is the pioneer system of electric traction in China it is to be hoped the venture will meet with a well deserved success and that electrically equipped lines will shortly be laid in other parts of the Celestial Empire.

Half the cars were tested on Saturday and yesterday, and the other half are to be tested to-day.

HONGKONG NURSING INSTITUTE.

On the 4th inst. a general meeting of the supporters of the Hongkong Nursing Institute was held at the City Hall. Dr. Stedman presided, and the attendance included Lady Goodman, Mrs. C. A. Tomes, Mrs. N. A. Siebs, Mrs. M. J. D. Stephens, Mrs. Gompertz, Mrs. Bateson-Wright, Mrs. Hodgins, Mrs. A. H. Huke, Mrs. Wood, Mrs. Brooke-Smith, Mrs. Fuchs, Mrs. Hastings, Mrs. Johnstone, Mrs. Pritchard, Mrs. Beck, Mrs. Caldwell, Mr. and Mrs. G. W. F. Playfair, Mr. and Mrs. Trenchard-Davis, Mr. and Mrs. Raymond, Hon. Sir Paul Chater, C.M.G., Hon. H. E. Pollock, K.C., Dr. Jordan, Messrs. H. P. White, M. W. Slade, H. W. Slade, Gibbs, and E. Osborne.

The CHAIRMAN said that the meeting of the guarantors or original subscribers of the Institute was called because the Committee felt that they should be allowed to add to their number, and also to discuss the building scheme, a motion in connection with which stood in the name of Dr. Jordan. Circulars had been sent round since the last meeting and in addition to the generosity of Sir Paul Chater, who had donated \$1,000 per year for five years, he announced that Mr. Stephens had given \$6,000 towards the funds of the Institute. As the scheme was a very large one it was thought better to come to a general meeting to get authority to go on with it.

Dr. JORDAN said that the first motion was brought forward because the Committee felt that they required the assistance of outside people, and also they thought that it was within the rights of the German Doctor to be represented. He moved

"To alter Rule 3 after the words, 'occurring in its Members' to add 'and shall have power to add to its numbers. Five Members shall form a quorum.'"

Mrs. PLAYFAIR seconded the proposition, and it was carried.

Mr. PLAYFAIR moved that a German Doctor, Mr. Pollock, and Mr. Osborne be elected to the Committee.

Dr. JORDAN rising said that according to the resolution just passed, that the Committee had power to add to their number, the present meeting have nothing to do with it.

Mr. PLAYFAIR—A general meeting can do anything!

Mr. M. W. SLADE stated that according to the rules the Committee had power to elect the additional members and not the meeting.

Dr. STEDMAN explained that with regard to ordinary elections the members usually elected to the Committee, the Committee only having power to fill vacancies, and as this was a general meeting he thought that they should elect the additions to the Committee.

Dr. JORDAN had no objections, he was simply going on a point of order. They had passed the rule giving the Committee power to add to their number, and he did not think that the present meeting had anything to do with the election of the additional members.

Mr. POLLOCK a read with Mr. Slade; the present meeting could not elect anyone to the Committee after the passing of the rule.

Dr. STEDMAN called upon Dr. Jordan to move the second motion standing in his name.

Dr. JORDAN moved that the report of the Committee on the building of a home for the Nursing Institution be received, and that final authority be given to the Committee to commence the building. On the year's work, he

said, it was estimated that there would be a credit balance of \$187. It had been remarked that a ridiculously low sum had been placed down for furnishing the new building. The amount was \$360, which he admitted was ridiculously low in itself, but when one considered that a large amount of the furniture had been privately promised, it would be ample for the few small trifles that would have to be obtained. At the end of five years, when Sir Paul Chater's subsidy expired, it was said that there would be a deficit. That might be true, but he did not think that it was fair that a building committee should be made to provide for generations of Hongkong people to come. If there was a deficit they would be perfectly justified in calling a meeting to ask for further subscriptions. Naturally he hoped that the Colony was increasing and that greater demand would be made for the nurses. In other directions there were indications of improvement. Canton had asked upon what terms they could be supplied with a nurse. Everything pointed to increasing prosperity and work for the Institution and nurses. He did not think one should take a pessimistic view and say that they could only look five years ahead and then go to rack and ruin. In five years there would be others come forward with donations; if they went on the principle that they could only see five years ahead he thought there would be few hospitals in Great Britain, although the cases were hardly analagous.

Mr. POLLOCK rose to oppose the motion. He said that after considering the scheme he had come to the conclusion that it ought not to be supported by the meeting. On account of the generosity of Sir Paul Chater and Mr. Stephens he was reluctant to say that, but he thought that such an institution as the Hongkong Nursing Institute should be run on sound financial lines. The Institution was not an ordinary charitable institution. The nurses were not availed of by the general public but a certain class of more or less well-to-do people, and he felt sure that they would be of opinion that it should be run on sound financial lines, and his objection to the present scheme was that it was not on a sound financial basis. The circular sent out erred on the side of some of the expenditure items being too low. One instance was that of the matron's salary. The figure put down was \$40 per month, and he wanted to know whether a suitable matron could be secured for that figure. Repairs were placed down as \$100 per year; this he thought was very small. With regard to the question of food for the matron and nurses, he said that if four to six persons were running a mess the practice might work out at the figure stated, but where the nurses were liable to be away for days together he did not think that the matron's food would be procurable at \$1 per day. Another item missed altogether was a telephone; what would be the use of an institute for nurses without a telephone; it was a very important matter. The cost of that would be about \$80 to \$100 per month. If the scheme were rejected there would be two alternatives—to go on as they had been going, or to prevail on the Government to house the nurses at the Victoria Hospital. At the last meeting, if he remembered rightly, they heard harsh words about Dr. Stedman. He did not know if Dr. Stedman was willing to carry on. There seemed to be professional rivalry amongst the practitioners. Regarding the other scheme, when the subscriptions for the Diamond Jubilee Fund were being taken up the public were asked to subscribe towards three objects, one was the Jubilee Road, the second the Jubilee Hospital, and the third the Nursing Institute. Those were the three objects to which the people were asked to subscribe and did subscribe. If he was correct it seemed to him that they had a good case to bring before the Government to allot a portion of the Victoria Hospital to be used for housing the nurses. He moved as an amendment that the Hongkong Government be approached with a view to set apart a sufficient portion of the Victoria Hospital to house the nurses and matron. He was altogether opposed to the present scheme, but, having respect for the opinions of others, he simply proposed that the present scheme be postponed (applause).

Mr. PLAYFAIR seconded Mr. Pollock's amendment, saying that the trained nurses had

been brought out from England to do the people's work, but not for charity. He did not think it was right that the subscribers should be the recipients of charity. They were able to pay for the nurses.

Dr. STEDMAN quite agreed with what Mr. Pollock had said; the Nurses Institute could not be run on the figures given. The figures given in regard to furnishing the house were not sufficient; one person had promised linen and another the crockery, but even with that \$350 was not sufficient. During last year the nurses had been employed by the Peak Hospital and had been paid \$380, this year already they had been employed to the extent of \$340, but as two extra nurses were on their way out from England to be attached to the Peak Hospital staff the further earnings of the nurses from the Peak Hospital would be small. He remarked that the Peak Hospital was a necessity to them if they wished to keep their private practice. If people went into the Government Civil Hospital the family Doctors were not allowed to attend them, while if they went to the Peak Hospital they could have the same Doctor attending them. If the doctors in the Colony, or any of them desired to become partners in the Peak Hospital, he and Dr. Rennie would be glad. The Government had given them \$12,000 as their share in the Jubilee fund.

Dr. JORDAN said that Dr. Stedman being willing to have other doctors join him at the Peak Hospital had nothing to do with it. His objection to the nurses remaining at the Peak Hospital, was that public nurses had no right to live in private hospitals.

Mr. PLAYFAIR said that everyone had made up their minds, and it was already late for tiffin. They had better take a vote.

Mr. POLLOCK's amendment was carried by 30 votes to eight, and the meeting closed.

KOWLOON DOCKS.

VESSELS BUILDING AND STEAMERS UNDER REPAIR.

The Kowloon Docks have broken their *Kinsan* record. The new steamer, *Shanghai* by name, will probably be launched on the 14th inst. She has been built to the order of the China Navigation Co., Ltd., being intended for the Lower Yangtze trade. The vessel is an imposing-looking craft, having three decks and twin-screws. She is 310 ft. in length, 46 ft. beam, and 14.3 ft. draught; her tonnage is about 2,000. She is the largest steamer by far that has ever been built in this Colony. At present her hull, decks, fittings (cabins, rails, etc.) are nearing completion, an army of carpenters, fitters, riveters, blacksmiths and others being employed at the work. As this is the typhoon season there is not a little anxiety about launching a new craft; such vessels are much safer on the stocks when the wind blows "high." It is necessary, however, for the *Shanghai* to go under the big sheerlegs to receive her boilers and heavy machinery she must take the water in a few days.

Boat-builders are particularly busy at present, and several of the new boats, no doubt, are intended for the *Shanghai*.

GEODETIC DEPARTMENT STEAMERS.

Another job in hand is the construction of a single-screw steamer for the U.S. Geodetic Department, an order given by the Insular Government. At present this vessel is all "bone," the plates not having been riveted as yet to her iron ribs. She is 144 ft. between perpendiculars, and if 9 ft. are added for her quarter this roughly gives the length at 153 ft. overall.

The *Pathfinder*, a vessel also belonging to the U.S. Geodetic Department, is alongside at the Kowloon Dock undergoing repairs. When our representative visited her yesterday he was courteously shown around by one of the officers. The surveying appliances on board are very interesting. For instance, there is a Sigsbee deep sea sounding machine, an invention by the late captain of the blown-up *Maine*. This apparatus, a great improvement on Lord Kelvin's patent, sounds up to 6,000 fathoms. A 75lb. shot, attached to a single thread of very thin steel wire, is let go for sounding purposes. While it is sinking, of course, the

wire is pulled off the reel at a very great speed, but as soon as it strikes the bottom of the sea the shot automatically detaches itself, leaving nothing at the end of the wire but a small fixture that brings up a specimen of the bottom soil, sand or stone, as the case may be. Another apparatus on board is the "Marine Sentinel." This can be sunk to any shallow depth that may be required, and is towed along while searching for shoal water. If the fixture touches bottom it immediately turns over and comes to the surface, an alarm ringing on deck at the same time. The Hydrographic sheets showing the results of many surveys, are very interesting.

THE "IBADAN."

The *Ibadan* is on the slips undergoing a thorough overhaul. Though a British vessel she has been running as a U.S. hired transport around the Philippine Islands for the past two years. She left Manila on the 24th ult., rode the typhoon out of Marivelles Bay, visited San Fernando, P.I., and then came to Hongkong. Her owners are Messrs. Clerk & Co., of Bangkok and London.

NEW "STAR" FERRY-BOAT.

The hull of a new "Star" ferry-boat, a double-ended wooden craft like the rest, has been completed, and beds have already been laid for the engines.

OTHER JOBS.

Other jobs include the construction of a new hopper for the use of the Dock Co.

The saw-mills, blacksmiths' shops, riveting and boiler sheds, etc., are, as usual, in full swing. Yesterday morning the s.s. *Taiyuan* was in No. 2 dry-dock, but Nos. 1 and 3 dry-docks were empty. The immediate prospects, however, are bright. One job at hand is that of repairing the damaged *Sikh*. The *Sikh* arrived here from Manila on Wednesday with a damaged stern-frame, as already reported.

HONGKONG'S WATER SUPPLY.

At present all the water tanks, excepting that at Taitam, are overflowing. Water at the Taitam Reservoir is about seven feet from the top, having thus added about nine feet since the end of June.

The Water Return, giving the level and storage of water in the reservoirs on the 1st instant, and a comparison with the situation at corresponding date of last year, shows the following figures:—

	STORAGE GALLONS.	
	1903.	1904.
Tyatam ...	387,320,000	263,340,000
Bywash ...	—	5,334,000
Pokfulam ...	66,000,000	66,000,000
Wongneicheong	29,728,000	30,459,000
Total ...	483,048,000	365,133,000

The consumption of water in the City of Victoria and the Hill District during the month of June was 88,898,000 gallons as compared with 130,139,000 during the corresponding period of last year. This may find explanation in the fact that last year we were on full supply; this year, to the 4th inst., the supply has been intermittent. The estimated population this year is 224,100, against 219,200 last year. These figures give the consumption per head per day at 13.2 gallons against 19.7 gallons during June of 1903. An intermittent supply was in force last month.

The consumption of water at Kowloon during June was 14,418,000 gallons against 13,315,000 gallons last year. The estimated population being 68,300 against 62,450 last year, the consumption per head per day is recorded at 7 gallons against 7.1 gallons during June 1903.

The Government Analyst reports that the water is of excellent quality.

The present prospects of water are improving.

The present unfortunate cable interruption with Foochow was doubtless caused by the typhoon which is reported to have been raging at Sharp Peak. The buildings at the Cable Station were somewhat damaged and the aerial telegraph line thence to Foochow was interrupted by the storm. Telegraphic communication with Foochow remains very uncertain, almost all routes being reported in bad order, and it must be a day or two before the cables can be repaired.

THE HONGKONG ELECTRIC CO., LIMITED.

The report of the board of directors to the fifteenth ordinary yearly meeting of shareholders, to be held at the company's offices, No. 4, Queen's Buildings, at 12.30 p.m. on Saturday, 16th July, 1904, is as follows:—

Gentlemen,—Your directors have the pleasure to submit the accompanying statement of the company's accounts for the year ending 30th April, 1904. The balance at credit of profit and loss account is \$93,969.77; after deducting directors' fees (3,000) there remains the sum of \$90,969.77 available for appropriation, and your directors recommend that this be disposed of as follows:—

To pay a dividend of 10 per cent.:

Say \$1.00 per share on
30,000 fully paid shares \$30,000.00

Say 50 cents per share on
30,000 part paid shares 15,000.00

\$45,000.00

To write off plant account for depreciation 44,222.11

To carry forward to next account 1,747.66

\$90,969.77

The manager reports that the number of lamps, fans and motors connected to the company's supply service on the 1st June was equivalent to upwards of 27,500 lamps of 8 candle power. 85 arc lamps are maintained by the Company and 12 electric lifts are being operated by the power service. During the year 2 additional boilers have been laid down at the company's works, where provision has also been made for the erection during the summer of an additional 250 K. W. Steam Alternator. It has been found necessary to lay a duplicate cable, as far as the junction of Castle and Robinson Roads, for the lighting service in the upper parts of the City, and this work will shortly be completed.

DIRECTORS.—Mr. G. H. Medhurst and Hon. C. W. Dickson having resigned their seats on their departure from the Colony, Messrs. E. S. Wheeler and W. J. Gresson were invited to fill the vacancies on the board and these appointments require confirmation. In accordance with the articles of association, Hon. Sir C. P. Chater Kt., C.M.G., and Mr. W. J. Gresson retire, but, being eligible, offer themselves for re-election.

AUDITORS.—The Accounts have been audited by the Hon. Gershom Stewart and C. W. May, who offer themselves for re-election.

The accounts are as follows:—

STATEMENT OF ACCOUNTS

To 30th April, 1904.

LIABILITIES.

	\$	c.
Capital:		
30,000 shares each \$10 paid up	\$300,000.00	
30,000 shares each \$5 paid up	150,000.00	
	450,000.00	
Sundry creditors	4,184.00	
Dividends unclaimed	6,225.31	
Suspense account	1,757.29	
Balance of profit and loss account	93,969.77	
	\$556,436.37	

ASSETS.

	\$	c.
Cost of plant, as per last account	334,741.11	
Less amount provided for depreciation	34,741.11	
	\$300,000.00	
Cost of plant, since added	49,222.11	
	349,222.11	
Property, cost of land and buildings as per last account	82,211.97	
Cost of buildings since added	275.00	
	82,486.97	
Stock of installation material	72,074.71	
Stock of stores and coal	12,733.77	
Stock of tools, &c.	1,039.00	
Cost of furniture, as per last account	573.00	
Less amount provided for depreciation	473.00	
	\$100.00	
Cost of furniture since added	202.85	
	302.85	
Insurance, value of unexpired portions of policies	1,300.00	
Sundry debtors	17,623.83	
Cash with agents	9,647.97	
Cash with Hongkong and Shanghai Bank	10,045.16	
	\$556,436.37	

WORKING ACCOUNT.

Dr.	\$	c.
To agency and office expenses	6,000.00	
To rent and taxes	5,345.76	
To insurance	3,043.06	
To interest	202.94	
To auditors' fees	200.00	
To bad debts	853.52	
To amount carried to profit and loss account	90,516.77	
	\$106,162.05	

Cr.	\$	c.
By net profit on working	106,130.05	
By scrip and transfer fees	32.00	
	\$106,162.05	

PROFIT AND LOSS ACCOUNT.

Dr.	\$	c.
To amount available for appropriation	93,969.77	
	\$93,969.77	
Cr.	\$	c.
By amount of undivided profit, as per last account	3,453.00	
By balance of working account brought down	90,516.77	
	\$93,969.77	

INDO-CHINA STEAM NAVIGATION COMPANY.

The report for the year 1903 states that the keen competition experienced throughout the year has, as in the preceding year, adversely affected the earnings of the fleet; and other circumstances, such as the strained condition of political affairs and extreme financial pressure amongst the Chinese community, have tended to restrict business and to limit the movement of merchandise. Freights consequently ruled low, resulting in a smaller revenue than for some years. The board have satisfaction in reporting that again the company has been fortunate in escaping any serious casualty and that the underwriting account has resulted in a substantial gain. With a view to limiting the risk, chiefly upon the larger steamers, cover has been provided, by which, in the event of a total loss, the claims upon the account would be materially reduced. The board have therefore felt justified in transferring £65,291 to the revenue of the year, leaving the underwriting account with a credit balance of £205,000. After making due provision for depreciation on the fleet (£60,953) and for interest, general charges, and income tax, the revenue account, with the transfer above referred to, shows a balance of £30,647, from which the directors recommend a dividend of 5 per cent., tax free, which will absorb £24,794 and leave a balance of £5,853 to be carried forward. The hostilities between Japan and Russia and the general feeling of uncertainty in Northern China have had the effect of restricting trade in the early months of the present year, but the position has subsequently improved.

CORRESPONDENCE.

THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."

Kowloon, 1st July, 1904.

SIR,—Your correspondent "Trampus" remarks that "there are some, even Britishers, who, so far from objecting to the presence of Brother John, consider that he often adds greater interest to the scene." I think that a far larger number find him much more interesting when unseen.

Surely "Trampus" can find innumerable opportunities for improving his colloquial Chinese without resorting to the gardens?

Why not, then, allow those who do not love the Celestial tongue to have one outdoor resort where they may be free from it?—Yours truly,
BEACHCOMBER.

NORMAN McLEOD AND THE JEWISH ORIGIN OF THE JAPANESE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your interesting editorial of Thursday, June 30th, regarding the Hebraic origin of the Japanese, as propounded by Norman McLeod,

in his curious little book *Epitome of the Ancient History of Japan*, I have read with genuine pleasure, as it awakened many far-back memories.

The small paper-bound *Epitome*, printed in the office of the *Rising Sun* newspaper, at Nagasaki, was not the only book that McLeod produced on the subject. About 1878, he published an *Album*, containing some fifty or sixty copper-plate pictures, illustrating various Jewish ethnological qualities of the "descendants of Jimmu Tenno," and many of the domestic customs and utensils, common to the early Jews and the ancient Japanese, were more or less accurately depicted. There were, also, a few pages of introductory matter, in which a deal of interesting comparative folk-lore, of the two peoples, was spread out in McLeod's quaint and rambling fashion. The book was bound in flexible green cloth, stitched through from cover to cover, outside, after the manner of Japanese book-binding; it was for sale on the counter of Kelly and Walsh, in Yokohama, but McLeod was principally his own salesman; and I believe that the *Album* was first issued to subscribers. The engraving of the plates was the work of a Japanese artist, who had become deeply engrossed in the subject of the Jewish origin of his countrymen, and he was devoted to McLeod and his theory.

I was well acquainted with McLeod, in Japan, some twenty-seven years ago, and had considerable intercourse and correspondence with him. I still possess a few of his letters, mostly written with red ink. He was an enthusiast on the subject of the Jewish descent of the Japanese, and had travelled far and wide over the Rising Sun-land, pencil and note-book in hand, making rough drawings and memoranda of everything that suggested any connection with the subject of his theory; and, at the time I knew him, he had amassed a great amount of curious information, relating to the social and domestic life of the ancient Japanese, about which he could talk interestingly for hours. But that contemplated work of twelve volumes, in which he promised a "detailed account of the origin of the Japanese, with a description of their Jewish belongings," was never published; and he would not listen to my suggestion, of the compression and systematizing of his accumulated material, for publication in one volume. His ambition was to throw the great work of old Kaempfer into the shade.

McLeod, as his name implies, and as you say, was a Scot, with his broad speech only partially tamed; he was then, I think, nearing the half century mark in life; wore a full heavy red-brown beard; and his nervous, restless temperament was clearly manifested in his features and manner. I cannot recall that he was a missionary; certainly he was not attached to any mission while I knew him, except the one of his own peculiar making; and I have an idea that he had served in the British army, either in India or Australia. I have an impression that he was married to a Japanese lady; but in this I may be mistaken.

I became acquainted with McLeod through the late John Reddie Black, a journalist of ability, who had passed several years in Australia and India, at one time the editor of the old *Shanghai Courier*, the author of a work entitled *Young Japan*, and a remarkable figure in the foreign community of Japan, upwards of thirty years ago.—Yours faithfully,

THOMAS GIBBONS.

U.S.S. *Helena*,

Canton, 2nd July, 1904.

THE WATER SUPPLY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 4th July, 1904.

SIR,—Now that Pokfulam and Wong-nei-cheong Reservoirs are overflowing with water and Tytam fast filling up, as the fruit of the generous rains of last week, can you tell me why we are still condemned to go on short commons of this first necessity? Never in the history of the colony have we been kept on a reduced supply of water for so long a period, and though I was cheerfully acquiescent in the action of the Water Authority in limiting the out-turn until the recent rains, I certainly think he might now safely concede a full supply. If, for some

good reason with which the public are not acquainted, it is still necessary to act with caution. There would at any rate be no risk in turning it on in the Peak District, where all the houses are metered, and any waste would be detected and charged to the careless or extravagant householder. In any case, if there is, as there may be, some conclusive reason why the supply should still be husbanded, it would be well to take the public into confidence, for though it is a distinct hardship and inconvenience to have to limit one's bath this weather, yet I think reasonable folk would willingly submit to it if it were shown to be necessary or advisable.—Yours faithfully,

COLD WATER.

[Our correspondent and the public generally will note with satisfaction the announcement in our advertisement columns to-day that the community has now a full supply.—ED.]

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

OPIUM REVENUE.

With regard to the prepared opium tax, which is entirely under the direction of the officials, the Canton authorities have deputed some officers to make enquiries and report the number of prepared opium shops and divans in Canton. They are divided into three classes—first, second, and third, according to the amount of business they carry on. Of the first class there are about one hundred shops; of the second class, about one hundred and fifty; of the third class, two hundred and fifty, selling in all about sixteen thousand eight hundred and fifty taels a day. A tax of six candareens is imposed on every tael of opium sold, realising about one thousand three hundred and forty-eight taels a day. The quantity of opium sold in different districts in Kwangtung is twenty times more than that of Canton. If the proposed tax is carried on successfully, an enormous sum will be added to the revenue.

KWANGSI BANDITS ASTIR.

Information has been received from Kwangsi to the effect that on the night of the 24th ult. a surprise attack was made by the bandits on the city of Lanchow. With the assistance of about a thousand robbers who had already surrendered, the bandits had no difficulty in breaking into the city. Several officers were killed and the whole city was ransacked. They first cut the telegraph wires and destroyed everything in the telegraph office. The soldiers who were stationed outside the city knew nothing of the occurrence till the city had fallen into the hands of the bandits, who remained in the city for several days. The city was retaken a few days afterwards by the soldiers, who were greatly reinforced by the soldiers from the neighbouring districts. The bandits have carried away with them a large quantity of arms and ammunition, and over two hundred thousand dollars from the Imperial treasury. They are attacking the city of Pinglok, with dangerous effect. Soldiers were sent thither from Canton on the 3rd instant, and it is said that Viceroy Shum, who has not yet recovered from his illness, wishes to proceed again to Kwangsi.

KWANGTUNG RICE WASTED.

On account of the recent heavy rain many parts of the West River overflowed its banks, and the rice crops in different districts have been more or less damaged. The prefect of Kwangchow and the Magistrates of Namhoi and Pun-yu districts held a service in the Shing Wong Temple on the 2nd inst. to pray for fine weather. It is said that over twenty per cent. of the rice crops in the whole province of Kwangtung has been spoiled by the late heavy rain, and the price of rice is in consequence advancing.

RIVER PIRATES.

On the 26th ultimo over one hundred robbers who arrived in large junks towed by two steam launches made an attack on a pawnbroker's shop in Wong-lin Village, in the Shun-tak district. The people there had already made every preparation, as the pawnshop received a letter some days previously asking a large sum of blackmail, under threat of burning the shop and killing the inmates if the demand were not forthwith complied with. When the robbers arrived, the watchmen, assisted by the

people, had a hot engagement with them. Finding things unfavourable here they turned on their way to some raw silk shops, which they successfully broke into. They carried away booty to a large amount and escaped scot-free.

PAKHOI.

AN UNPOPULAR PREFECT.

June 27, 1904.

Chu Ham Yek, the late Prefect of Linchow, came out from the city on the 20th instant, and left on the 23rd by the s.s. *Apearade* on his way to Canton. He is reported to be one of the most unpopular Prefects who ever came to Linchow. The inhabitants in the Prefectural City, by way of showing their disapproval of his administration, are said to have suspended "paper-money" in prominent places on his departure from the city as a send-off.

THE RESUMPTION OF A MARKET TAX.

As the saying goes that every dog has its day, so it is with the porcine tribe at present, which is having a jolly time of it, as the tax on pork has been renewed to be collected since the 9th of the 5th moon by a new Syndicate, strongly backed by the authorities. Consequently the slaughtering of pigs for consumption has ceased to be on the usual large scale. The new tax ranges from twenty to thirty cents on every pig killed, according to size. The butchers had combined afresh to make a stand against the new imposition and the majority of them have gone on strike, but a few have since resumed their callings at the stalls, and they understand how to make hay while the sun shines by increasing the retail price of the meat by a few cents per catty, besides injecting a greater amount of water into the meat than is usual to augment its weight. The tax therefore is really paid by the consumers. It will be recollected that the attempt last year to collect this tax resulted in a fiasco, owing to violent resistance on the part of the butchers.

MAN-OF-WAR.

The French man-of-war *Surprise* paid us a visit on the 18th instant and left on the 20th.

THE HANKOW-CANTON RAILWAY.

The railway construction of the Chinese Government, telegraphed the *Times* correspondent at Shanghai on the 6th ult., is waiting upon events. Political intrigues and the financial difficulties affecting the question are complicated by the uncertainty of the results of the Russo-Japanese war. A policy of procrastination therefore commends itself to Seng Ta-jen and the Waiwupu. With regard to the Hankow-Canton line, the Viceroys of Wuchang and Canton have expressed to Sheng a strongly-worded opinion that the American syndicate's concession should be annulled forthwith, because the contract has been violated by the transference of rights and interests to the Belgians. Sheng has definitely stated his intention to take action accordingly, but awaits further advices from his agent, the American missionary, Mr. Ferguson, who is now in New York negotiating with the Belgian representatives.

Meanwhile the Governor of Hunan has submitted a memorial to the Throne, which an Imperial rescript of May 10 refers to the Waiwupu and the Board of Commerce, requesting that the provincial merchants and gentry may be granted the right to construct branch railways east and west of the Hankow-Canton trunk line on conditions similar to those recently sanctioned by the Throne for the construction of a railway with native capital in Szechuan province. The Governor proposes that a first experiment shall be made with a line from Changsha to Chang-te, east of Tung-ting lake, which shall thereafter be extended into Szechuan. This memorial was forwarded before the Hunanese officials had learned and protested against the Belgians' claim to control the southern trunk line.

It is undeniable that the Japanese successes against Russia have emphasised the pre-existing opinion, strongly held by provincial officials, that the mistake made in the Manchurian railway construction should not be repeated in other parts of the empire.

THE DEATH OF ARCHBISHOP GUIDI.

The *Manila Cablenews* reporting the death of Monsignor Juan Bantista Guidi, archbishop of Stanropolis and apostolic delegate of the Holy See in the Philippines, says he passed away peacefully and without pain, at 8:20 on Sunday morning, the 26th ult. after an illness of 20 years, from cardiac affection.

Monsignor Guidi had but lately returned to his post in Manila from a protracted stay at Hongkong. He arrived there complaining of ill-health, and it seems that the excessive humidity aggravated the disease and hastened the end. After a severe attack on Friday he was counselled absolute rest by Dr. Cuervo, his physician, but it was not until Saturday night that his condition became alarming. In spite of the efforts of his physicians he grew steadily worse, and at 3 o'clock Sunday morning, realising that the end was near, asked for the last sacraments of the Church. He confessed to Father O'Connor and shortly afterwards became unconscious. A little after 8 o'clock he died.

There were present at the time of his death Fathers O'Connor, Innou, Chouza, the Dominican Fathers Tarin and Fortea, and the Father Superior of the local Jesuit order.

Governor Wright, accompanied by his secretary, called at the Catholic legation half an hour after the distinguished prelate's death and offered his condolence to the ecclesiastical authorities.

The body was embalmed and will be buried in the chapel of Nuestra Senora de Dolores in the Cathedral of Manila.

In Archbishop Guidi the apostolic chair loses a distinguished Churchman and diplomat. Juan Bantista Guidi was born in April 1852 at Collepario, a town in the province of Rome. He received his preliminary education in the episcopal seminary of Atetino, and from there went to Rome to complete his collegiate studies. After a course at the "Gregoriana" university he received the diploma of doctor of philosophy in 1871. In the year following he went to Innsbruck to study Oriental languages. In 1877 he was made a doctor of theology and subsequently spent a year in Paris, teaching in the Augustine College. From 1879 to 1883 he was secretary of the extraordinary delegate of the Holy See at the Court of Spain. Later he witnessed, as secretary of Cardinal Vannutelli at St. Petersburg, the coronation of Tsar Alexander III., and afterwards went to Portugal, Brazil and Ecuador, charged with important ecclesiastical missions.

Monsignor Guidi arrived in the Philippines in November 1902, as the special envoy of Pope Leo XIII. During the 19 months of his residence there, he was occupied with the settlement of the friar lands question and his unfailing courtesy, kindness of disposition and rare tact had won him the esteem of everybody.

The dead archbishop was a scholar and an eminent linguist. He was one of the founders of an historical museum in Rome, and besides his native tongue, Italian, he spoke German, Spanish, French, English, Portuguese and Russian.

Some of the towns in the New Territory, especially Taiipo, where the streets are covered with mud about six inches deep, could well do with some attention from the Sanitary Department.

Hongkong is a long way ahead of Shanghai with its tramway scheme. The Shanghai scheme has not yet progressed beyond the stage of tenders. At the last meeting of the Municipal Council a report by the Electrical Engineer stated the circumstances under which Messrs. Preece and Cardew have embodied in the conditions for Tramway tenders in London, a clause to the effect that the purchase of power from the Council is compulsory. The Secretary of the Council was directed to telegraph to the London Agents instructing them that this clause must be withdrawn, since it has been decided that the purchase from the Municipal Supply or the establishment of a separate Power House shall be at the option of the firm or company tendering.

THE FRENCH CONVENT.

On the 9th inst. Mrs. May, who was attended by Captain Hodgson, A.D.C., visited the French Convent and distributed the prizes won by the scholars during the past year. Among those who attended the function were Consul and Mrs. Liebert and Mr. E. A. Irving, Inspector of Schools. The ceremony was preceded by a musical entertainment in which most of the scholars took part. After the distribution of prizes Mr. Irving, on behalf of Mrs. May, addressed the students, and the proceedings were concluded by the singing of the National Anthem. The prize-winners were as follows:—Standard I—Alfred Ramsey, Dermot Dixon, Amino Madar, Flora Knight, Florio da Silva, Luccano Cordeiro, Jack Rogers, Jessie Rogers, Patrick Julian, Bessie Brett, Elfrida Dixon, Willie Pearce, Mabel Cotton, Fok Chi, and Albert Desjardins. Standard II—Ormond Musso, Marguerite Marty, Esther da Silva, Ernest Brett, Nieves Fortis, Lilio da Silva, Julia Loyzaga, Louise Chapman, Lizzie Leonard, Healima Madar, May Leonard, Marie Chereso Julian and Rhabia Ismael. Standard III—Gracie Murray, Marie Souza, Conehito Fortis, Rosie Boanas, and Carmen Loyzaga. Standard IV—Alice Cayler, Dorothy Terril, Marguerite Pagne, Minnie Goldenberg and Lily Bullin. Standard V—Becky Silas, Gertrude Milne Elsie Randle, Ethelvino Allen, Florence Murray, Georgina King and Clara Goldenberg. Standard VI—Louisa Silas, Mabel Cayler, Constance Jorge, Ina Ramsay, Ida Alves, Rachel Silas and Hilda Cabrel. In the course of the proceedings Miss Louisa Silas read on address to Mrs. May, expressing the thanks of the Mother Superior and the scholars for her kind attendance.

UNITED STATES INDEPENDENCE DAY.

The Fourth of July was observed by the American community in Hongkong in as quiet a manner as usual. The Stars and Stripes were much in evidence. All the men-of-war in harbour dressed ship, but no salute was fired at noon, presumably because no American man-of-war, destroyers excepted, was in harbour. Consul-General and Mrs. Bragg were "at home" at the "Crow's Nest," Barker Road, from 4 to 7 p.m.

This is the first anniversary since the official recognition of "The Star-Spangled Banner" as the National Anthem of the United States, and we may therefore conclude that it figured more prominently in the harmony of the celebrations than heretofore. When the selection was under consideration there were several patriotic songs to choose from. Included in the list were "Yankee Doodle," "Hail Columbia," "Marching through Georgia," "Dixie," "Maryland," "My Maryland," and the flood of less known ballads inspired by the civil war. Most of these, however, are tinged with the sectionalism engendered by the great struggle, and none of them were sufficiently and universally well enough known to express the patriotism of an entire people. At first considerable prejudice was felt against the "Star-Spangled Banner" as a national hymn, as the air is foreign. It came to the people of the United States from the Tyrol through an English adaptation, but had never been at all well known until adapted to the immortal words of Keyes. This same prejudice against things foreign was shared by the air of "My Country 'Tis of Thee," and this, too, with more reason as this same air is that of "God Save the King" and of one of the German national airs. So it was felt by many that the United States should be slow in adopting either of these as the expression of her nationality.

Yesterday marked the 128th anniversary of the United States' independence.

On the night of the 5th inst. several houses in the Conduit Road, we hear, were entered by burglars. Evidently a gang was operating in the neighbourhood. Several articles were missing from the houses in question yesterday morning, but we have not heard of any substantial individual loss.

THE TRADE OF NEWCHWANG.

The report of Mr. Consul Fulford on the trade of the port of Newchwang for the year 1903 has been issued by the Foreign Office in the series of diplomatic and consular reports Mr. Fulford says:—

"The net value of the trade of Newchwang carried by foreign vessels in 1903 amounted to 47,682,059 Haikuan taels (£6,276,516) compared with 42,692,135 Haikuan taels (£5,549,977) in 1902. With the exception of the year 1899 these are record figures. They exceed, indeed, those of 1899, if the large import of railway material in that year be deducted from the list of foreign sundries. This importation was, of course, for the Russian line and was quite distinct from the ordinary business of the country. Considering the uncertainty of the political situation throughout the entire open season from April to November, the fluctuations of exchange, and the competition of Dalny and Port Arthur, the year's trade was satisfactory so far its bulk was concerned. Whether it was as remunerative as usual to the native merchants is a more open question. In addition to the above figures treasure to the amount of 2,569,908 Haikuan taels (£338,639) was imported, and to the amount of 2,287,659 Haikuan taels (£301,446) was exported during 1903."

A shipping table annexed to the report shows the biggest figures on record in the history of Newchwang, but a large proportion of the vessels entered and cleared were in ballast. The table shows that, out of a total tonnage of 578,757, 205,700 tons were British, 245,659 Japanese, and only 28,228 Russian. In a total export trade of £1,341,746 the share of Japan was £1,235,262 and that of Russia nil; £324,947 out of a total import trade of £770,990 is credited to Japan, while sea-borne Russian imports only totalled £3,294, and goods reaching Newchwang through what Mr. Fulford terms "Russian Manchuria" were valued at £23,613. Mr. Fulford gives the following account of the trade of Port Arthur and Dalny in 1903:—

"It will be seen from this report that the trade now carried on at Port Arthur and Dalny has not sensibly affected the trade of this port. As a matter of fact the business done at those ports is so far not Manchurian trade as understood at Newchwang. With the exception of a certain quantity of wild silk and beans shipped to Dalny, both imports and exports at the two Russian ports may be said to be unconnected with the ordinary trade of the country. The figures for the shipping at both places are large and therefore deceptive.

"At Dalny 717 steamships of aggregate tonnage 290,227 tons entered in 1902 and 792 steamships entered in 1903. Imports in 1903 were valued at £3,310,664, of which total tea in transit for Russia alone accounted for £1,928,474. Exports were valued at £186,911, of which rice, beans, millet, and wheat accounted for £58,629.

"At Port Arthur 824 steamers of 557,794 tons entered in 1901, 989 of 760,755 tons in 1902, and 1,105 of 806,193 tons in 1903. No statistics are available of their cargo, which was chiefly supplies for the Russian troops, navy, railway, or population."

AN UNPLEASANT ADVENTURE WITH PIRATES.

A GOVERNMENT LAUNCH SURROUNDED.

Messrs. Geo. Fenwick & Co., Ltd., have supplied us with the following particulars of an incident which occurred to the Government launch *Alexandra* on her voyage hence to Weihaiwei. The Report is by Capt. Ellis, who thinks that its publication may be of service to others navigating small craft along the coast.

"About 6.30 p.m. Wednesday, June 8th, the weather setting in thick and rainy, I decided to anchor for the night at Namki Island. I therefore entered an inlet on the N.W. side of that island and found good anchorage for a small vessel in 4 fathoms of water and sheltered from all winds except N.W. Upon dropping anchor, the launch was immediately surrounded by upwards of 100 fishing boats, who came from every conceivable nook and corner and lined the launch ten deep all round. The occupants of these boats swarmed aboard the launch from all directions. My men could not understand a word of their dialect, and as they appeared

to be getting boisterous I concluded that discretion was the better part of valour and consequently sent my engineers below to stand by the engines and to get a good head of steam. I at first thought that the men had boarded the launch simply out of curiosity, but was speedily undeceived when it became evident that they were there for loot, for they began to hustle my men about and handle everything that was moveable. At last the brass helmet of the binnacle caught their eyes, and two of them attempted to remove it. This I of course resisted, with the result that there was danger of being overpowered. I consequently jumped down the cabin and procured my revolver, a large size 45 cal. Colts. Two men had the audacity to follow me down the cabin steps, but a couple of smashing blows on the jaw from the butt of the revolver sent them to the right-about and I got on deck. My three quartermasters, seeing me come up, armed themselves with pieces of firewood and iron bars, and we proceeded to clear the deck. After about 10 minutes of lively work, we succeeded in doing so, when I attempted to get up anchor. We were anchored with a kedge and 3½ inch line, the chains not being available on account of the temporary housing covering up the capstan. This the fishermen resisted, holding on to the line and trying in every way to impede our movement.

"At length I was obliged to fire a shot over them, and that having no effect I fired a second through the bows of one of the most prominent boats, and then succeeded in shortening in the line and dragged the anchor into deep water by going full speed astern, when I was able to pick it up, not, however, without constantly threatening the howling mob who persisted in clustering round the launch.

"After turning round and getting full speed on her, I gave one fellow the stem in good style, cutting him down and capsizing the occupants, who were all picked up by their comrades. This seemed to damp their ardour and I got away all right, being obliged to put in a very unpleasant night through fog and rain.

"I am firmly convinced that if I had not got out as I did, the launch and crew would have remained there for good, the vessel being simply posted as missing; for a more piratical gang does not exist than the fishermen on this part of the coast."

The *Alexandra* performed the voyage from port to port in 9½ days; deducting stoppages, the actual steaming time was 7 days. Immediately on arrival a two hours' trial was made, when a speed of ten knots was easily attained. The Officers representing the Government expressed themselves as highly pleased with the vessel and gave Captain Ellis a commendatory testimonial.

A JOURNEY IN MONGOLIA.

The Foreign Office has issued as a Parliamentary paper, China No. 3, 1904, a "Report by Mr. George J. Kidston on a Journey in Mongolia." Mr. Kidston, who was accompanied by Mr. J. A. Flaherty, of the China Consular Service, left Peking in September last to visit Dolon Nor, the great trading centre of all Mongolia, between the Gobi Desert and the broken upland marked in our maps as the Kingham Mountains. From Dolon Nor the travellers were compelled by the heavy snow to make a dash for Hailar, instead of carrying out their original intention to continue northwards as far as Puir Nor and then to return via Urga and Kalgan to Peking. Mr. Kidston's report contains much interesting information with regard to the country and the people, and it is illustrated with excellent reproductions of snapshots—an entirely new departure, as far as we are aware, in a Parliamentary paper. Of perhaps more immediate interest in connection with current events in Manchuria is the account Mr. Kidston gives of Hailar, the first important station on the Manchurian section of the Trans-Siberian Railway.

"Hailar is divided into three district settlements; the yamen and its surroundings, which I have already described; the old Chinese town of one long street with one-storeyed mud houses in which the troops are quartered; and the railway town, with the station, the Russo-Chinese Bank, the quarters of the railway guard and some trading establishments and

private houses. There is nothing striking about the place, and the old town is subject to serious floods from the River Hailar, which flows near it. There are Russian traders, Russian "droschkes" with Russian horses and drivers, and, in fact, quite a large Russian civilian population. Hailar even boasts a Russian music-hall, but except in the railway quarter, which is very small and scattered, there is nothing European about the appearance of the place.

"The railway is now so well known that any description of it would be superfluous, but a few observations made on the way may not be without interest. In June last I had travelled from Vladivostok to Harbin, and now I made the journey to Harbin from the western side; while on both journeys I traversed the stretch of line from Harbin to Newchwang. The chief thing that struck me on both occasions was the vast expenditure of money and the incredible amount of construction work that was going on. Buildings that had been commenced in June were now finished, but new ones were being run up in every direction: barracks, stations, bridges, engine and machine sheds, water towers, and houses for engineers and employees, all of the most solid and expensive description. The guard-houses, which are situated at regular intervals of a few versts, were in many places being surrounded by high loopholed walls as a precaution against brigands, we were told.

"In five months Harbin had grown enormously, and was still growing, while the country round the stations at Moukden, T'ieh-ling, Liao-yang, and Ta-shih-chiao was scarcely recognisable.

"But all this growth seems abnormal. The buildings themselves are all either in connection with the railway or the military occupation. There is no sign of individual effort, of any growing trade, or of any increased desire to take advantage of the railway for forwarding goods.

"The freight trains passed in four days could be counted on the fingers of one's hands; the sails of the bean-boats on the Liao River seemed as numerous as ever, and the long trains of carts still toiled slowly with their loads of merchandise to Newchwang.

"There was certainly a great crowd of prosperous-looking Chinese all along the line, but these are mostly navvies, bricklayers, carpenters, and the small dealers who cater for them. These men grow fat upon the construction work, and give a great air of bustle and prosperity to the railway; but they are not a permanent population, and will probably disappear as soon as the building is finished."

"Trade, of course, may come, but the Russians themselves profess no such expectation, and frankly acknowledge that the railway is merely a military work.

"The villages to the west of Tsitsihar are often quite Russian in character, with log-houses, Russian sledges, and a fair population of Russians of the lower orders. But to the east of Harbin, with the exception of Russians employed in railway construction, the working population is almost entirely Chinese."

SINGAPORE AND THE CROWN AGENTS.

The Colonial Secretary, replying to a question addressed to him last month, said:—

The negotiations between the delegates from Johore and the Colonial Office as to the terms of the Convention under which the Federated Malay States desire to construct the railway through Johore to connect up with Singapore are proceeding. It is hoped that the remaining differences which at present divide the two parties may be surmounted. The official representatives of the Government of Johore are displaying a liberal and broad-minded attitude and it only remains for Colonial Office negotiators to meet half-way to bring affairs to an early conclusion satisfactory to both parties. The question whether materials, machinery, etc., which have to be supplied from this country shall be purchased in the open market or through the Crown Agents remains among a few others still an obstacle to an amicable settlement.

SPORT AND PASTIME.

During the past week the rain, though very welcome as it replenishes our water supply, has interfered with all outdoor exercise. I have noticed some of the "real hardies" out in mackintoshes, but the man who will have his outdoor exercise in spite of the deluge proclaims himself a crank. Their name in Hongkong is not legion.

That swimming parties should go out for the evening dip is not incongruous. The biscuit, perhaps, belongs to the Y.M.C.A. for "bravery" of this description. On Thursday, during the heavy downpour, no fewer than 13 went out in a launch to swim. Members of this launch party arrangement now number thirty. Each man pays \$3 a month, and considering that this covers two outings a week, tea included, it is remarkably cheap. It is worthy of note that non-members of the Y.M.C.A. may join the party on being proposed and seconded by members, and approved by the Physical Department Committee. Excepting bathing, the Association has so far done nothing in the way of sport. The fact is that during the off season one cannot really see what can be done. There is practically no room in the club for a gymnasium, and, indeed, as the members of the Y.M.C.A. are mostly either members of the Hongkong Boat Club, or the Victoria Recreation Club, there seems to be little demand for one. The suggestion of young men in Hongkong going in for musical drill, etc., seems rather an absurd one. The committee in charge of the Physical Department will do well, I think, if they confine themselves to getting up teams for outdoor games. They will find plenty of clubs to knock up against in the cool season.

I think I am safe in saying that the Captain's Cup Competition at the Golf Club will not be commenced to-day as arranged, the ground being under water. Before the heavy rain commenced the 44 entries in the "Drew" Cup were drawn, and play was started. A committee meeting is to be called to decide what is to be done about the "Ross" Cup Competition. The best card returned, it will be remembered, was not quite in order.

The past few days have been bad for bowls. In the first place men who take their exercise in carpet slippers—with a cup of tea and a little cake at each spell—do not like rain, and bowls, moreover, absolutely refuse to roll across a bog. It is remarkable, however, what a little time it takes for the rain to percolate through the turf into the sandy soil beneath it at the Kowloon Club's green. The Civil Service C.C. has challenged the Kowloon Bowling Green Club, and the contest is arranged to take place at Kowloon this afternoon. The two C.S.C.C. teams are as follows:—

A. Gibson (skip.)	J. McDonald (skip.)
W. Brand	M. McIver
J. Reidie	W. K. Woolley
L. E. Brett	R. Duncan
Reserves, J. Smith and F. Robins.	

Members of the C.S.C.C. are cordially invited by the Kowloon Club to witness the match.

Last week an international game of bowls England v. Scotland, was played between members of the C.S.C.C. The English team was comprised of Messrs. Woolley (capt.), Brett, Coleman, Howell, Hickling and Robin, while the Scotsmen were Messrs. M. McIver (capt.), J. Reidie, D. Gourley, Duncan, Smith and Brand. Scotland won the rubber.

The C.S.C.C., by the way, is making remarkable progress. It started with about 20 members some two years ago, and now it has upwards of 80. Next cricket season bodes well for the Club. I understand that Dr. J. M. Atkinson, the principal Civil Medical Officer, who takes an active interest in the Club, may captain the 1st eleven, and his example is likely to draw a few "dark horses" from the ranks of the Civil Service. It is pretty certain, at all events, that the Club will put forward a stronger team than hitherto.

Arrangements re the amalgamation of Hongkong Boat Club with the Royal Hongkong Yacht Club are

something definite is likely to be arranged soon. The Boat Club has been rather deserted this week owing to the rain.

Nothing noteworthy has taken place at the V.R.C. during the past week, but I note that an announcement has appeared re this month's Aquatic Carnival, which will take place on Saturday, the 23rd inst. Entries close on Wednesday, the 20th inst. The events are as follows:—Four Lengths Handicap; Throwing the Polo Ball; Two Lengths Handicap, open to soldiers, sailors and police; Running Header from the high spring board; Team Race; Water Polo. Ladies will be invited to witness the contests. It is hoped that a good number of soldiers, sailors and police will turn up for the event open to them.

Angling is a sport which is practically unknown and certainly unpractised in Hongkong, yet it is said there are some streams in the New Territory which have any quantity of trout in them. There is a kind of pike, too, that makes good fishing.

Turtle-hunting has become quite a craze amongst Hongkong sportsmen who can afford to indulge in it. Of late locally-caught turtles have found their way into several Hongkong kitchens. Among the latest to succumb to the attractions of the sport is H.E. Mr. F. H. May, the Officer Administering the Government, who just before the deluge began took a trip to Lantau Island and the Ladrões.

The construction of the new Hongkong Cricket Club pavilion is progressing, but very, very slowly. There is nothing doing in the sporting line at the H.K.C.C. at present.

The members of the Craigengower Cricket Club will play a tennis match, Kowloon v. Hongkong, on Saturday next, the 9th instant. The Cricket and Tennis Tournament prizes of the past season will be distributed, and the members will be "At Home" to their friends from 4 p. m.

In a month's time the Polo Ground will again be open. It was closed on the 1st June, and is now undergoing returfing in places.

Owing to Mr. R. H. Newborn, the secretary of the Hongkong Chess Club, having a cold he has as yet been unable to complete his contest with Hon. H. E. Pollock, K.C., in the Chess Tournament for the championship of the Colony. Mr. Pollock has one game to his credit. I understand that the drawing for the second round will take place as soon as this is played off. At present the tournament stands as follows:—

Kemp.	} Kemp.
Moses.	
Pollock.	} ———
Newborn.	
Falloon.	} Falloon.
Swaby.	
Danenberg.	} Danenberg.
Dastur.	

Weather in the Straits is evidently cooler and brighter than at Hongkong. By the last mail I see that almost all branches of sport are in full swing. Tennis clubs there are at present playing off tennis and croquet tournaments, while the Singapore Club have arranged monthly swimming races, 200 yards handicap, for which there are numerous entries. Football is going strong. On the 21st, the Civil Service beat the Manchester Regiment in a game of "soccer" by two goals to one. The Singapore Association Football League are soliciting subscriptions for the purpose of procuring a trophy (a cup or a shield) to always remain the property of the League, but to be held annually by the club winning the competition. It has also been decided to give medals to the winners, and badges to the runners-up. The League has been in full swing since March 1st, and ensures earnest competition amongst the twelve clubs forming it for nine months in the year.

John Roberts, the ex-billiard champion, is still up North, but he may revisit Hongkong on his return journey. At Tientsin he played Mr. W. T. L. Way 1,000-up, conceding 650 points to the amateur. Roberts beat his

opponent by 82 points. In other games Roberts' average against Dr. Irwin was 194, and against Major Nathan, 25. On the latter occasion he beat Major Nathan by 144, allowing 650 as usual. His best breaks were 166, 116, 100, 95 and 91. Major Nathan's were 20, 15, and 13. Dr. Irwin has had the best of the bouts, his best break being 44.

Writing about Roberts, by the way, a writer in the *Sporting Chronicle* calls attention to a paragraph that has appeared in stray corners of the Press, referring to John Roberts and that eminent personage the Official Receiver in Bankruptcy. The paragraph runs: "His Honour now made an order substituting the sum of £500 for that in the Original Order, the money to be paid within ten days." The writer comments as follows:—"To me that means John Roberts will forthwith return to this country. He has wandered long enough and home-sickness has overtaken him badly. It could hardly have been otherwise. Spoiled by success here, and fairly idolised by the masses here in England, he never knew how much it meant to him until he was cut adrift from it all, these four long years now. There is more money for billiards in this little England of ours than in all its expansive settlements over the seas. Roberts knows it now, and if I read that obscure little paragraph aright he will be once more before the British public when the autumn breezes begin to blow. What he will do, whom he will meet, and to what degree he has retained his form are matters of the future. It is enough to know that he will be among us again."

OMPAX.

R. A. O. B.

At the regular meeting of members of the King Edward VII. Lodge (No. 910) of the Royal Ancient Order of Buffaloes, held in the R.A.O.B. Club 1, Queen's Road East, the following officers were elected:—

Sitting Primo, Primo Oxberry;
City Secretary, Primo J. J. Blake (quarterly);
City Waiter, Primo A. Radcliff (quarterly);
Asst. Waiter, Primo H. P. Madar (quarterly);
C. Marshall, Bro. Walstow (monthly);
C. Tyler, Bro. Ismail (monthly);
C. Chamberlain, Bro. S. B. Smith (monthly);
C. Constable, Bro. Goldenberg (monthly);
C. Physician, Primo Fernie (monthly);
C. Register, Bro. Rogers (monthly);
C. Minstrel, Bro. MacLean (quarterly);
C. Ald. of Benevolence, Primo J. H. Thompson (monthly);
C. Taster, Bro. Setna (monthly).

After the election of officers a very pleasant evening was spent, the following brethren contributing to the harmony of the evening:—Bros. Walstow, Cooper, Rogers, Goldenberg, MacLean and Primos Hyett, Goodhall and Oxberry, the whole terminating with the National Anthem in the "wee sma' hours" of the morning.

HONGKONG.

As a result of the rains the streams in the Tytam water-collecting area are all running strong and that reservoir is getting nearly full. The other reservoirs are at the overflowing point.

The rains have caused a big landslip of some 50 or 60 tons at the culvert on the New Road some 400 yards from where it begins to ascend the hill beyond Yaumati. The road is almost impassable. Several other minor slips have also taken place.

Indicative of the enterprise and prosperity which characterise the firm of A. S. Watson & Co., Limited, is the announcement which appears in our advertisement columns to-day that Mr. A. H. Mancell, who has for many years been the Secretary of the Company, has been appointed Agent for the General Managers of the Company, to reside in Shanghai, and to have general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China. Mr. Mancell during his residence in Hongkong has made many friends, who, while regretting his impending departure from the Colony, will cordially congratulate him upon his promotion. Mr. J. A. Tarrant has been appointed Acting Secretary of the Company.

On the invitation of Mr. B. F. Howard, manager of the Carlton House, a new hotel just opened at 10, Ice House Street, a number of guests were entertained to dinner there last night. The hotel is finely furnished and the cuisine is excellent.

The reason for the delay in taking over of the old Bay View Hotel as a police station is stated to be that the P.W.D. intend to drive a new road behind it which will perhaps involve the demolition of the building.

The old village of Putowong, in Chungkwang-o Bay, which was at one time an important Chinese Customs centre, is now almost deserted, and the old Customs station is going to rack and ruin. There is word, however, that the station is to be taken over by the police, so that very probably the village will yet see another period of prosperity.

The total rainfall for the month of June, according to observations taken at the Hongkong Observatory, was 19.64 inches. In the same month last year it was 25.23 inches. The greatest fall in any one day during June was 5.19 inches, on the 29th. Only on six days in the month did the rainfall exceed one inch. Since the end of June rain has fallen on two days only, the records showing 1.01 in. on the 1st inst. and 1.55 in. on the 2nd inst. For the six months ended June 30th this year the rainfall aggregated 31.685 in. as compared with 48.150 in. in the corresponding period of last year.

Very heavy rains have fallen in the New Territory during the past three or four days, with results to the crops that, it is feared, will be disastrous. For miles the paddy-fields in the valleys are under water, with the crops beaten down flat or washed out by the roots. Now that the floods are subsiding the agricultural people have taken to the fields to endeavour to bring the rice into upright position again. In most cases their efforts are unavailing, for the paddy had reached a stage of growth at which, being in the ear, the farmers were hoping for sunshine to ripen it, and nothing worse could have happened at this time than these torrential floods.

A fierce squall, accompanied by blinding rain, struck the western side of Hongkong Harbour on Thursday afternoon the 7th inst. A ferry-boat crossing from Yaumati to Hongkong had her awning, stanchions and all, blown right out of her. A water-boat going along under a heavy spread of canvas was caught unawares and had her mast snapped off like a carrot. Had the mast not snapped the craft most certainly would have capsized. Two sampans capsized and one became waterlogged. The Harbour Office launch rescued four people from the water, two women, a boy and a man. The woman was clinging to the keel of her boat, which had turned turtle. A child was strapped to her back.

The *Government Gazette* contains a dispatch from the Secretary of State for the Colonies on the subject of the appointment of probationers to the Police Force of Hongkong, the Straits Settlements and the Federated Malay States. The Colonial Secretary has decided that the examination for these posts shall be the same as that for the Indian Police Force. Officers will as a rule look for promotion only in the States or in that Colony to which they are assigned, but they will be liable to be transferred if it is considered desirable. The officers appointed as Police probationers will have no claim to appointments in the cadet service, but cadet officers may still be appointed, if thought fit, to posts in the Police Department. A probationer will receive a salary of £225 per annum, and when he has passed examinations in native languages, &c., he will be paid £300 per annum until he obtains a substantive appointment; but if he remains three years, after passing his examinations, without obtaining a substantive appointment, his salary will be increased to £350. The classification of the Police Service in Hongkong provides for two assistant superintendents with an initial salary of £360, rising by triennial increments of £60 to a maximum of £540; one Deputy Superintendent starting at £600 and rising by triennial increments of £60 to £720; and one Captain Superintendent starting at £800, and rising by triennial increments of £100 to a maximum of £1,000. Free quarters will be provided for these officers as well as for probationers.

While the s.s. *Fatshan* was on her way down the river from Canton a Chinese passenger fell overboard near Lantin. The engines were reversed and Captain Valentine ordered out a boat to try to rescue the man, who could be seen swimming in the distance; but when the spot was reached no trace of the unfortunate Chinese could be found, he having apparently been drawn below the surface by the strong under-current and drowned.

MISCELLANEOUS.

The Rev. Father Conner, secretary to the late Archbishop Guidi, the Papal delegate to the Philippine Islands, has been recalled to the Vatican to confer with Cardinal Merry del Val, the Papal Secretary, concerning the affairs of the Church in the Philippines.

Capt. Johann Bohn, of the *Chowfa*, has died suddenly at Koh Pai. He had gone to bathe in the sea, when he was seized with apoplexy. The quarantine officer did what was possible to save his life, but his efforts were of no avail. The funeral took place in Bangkok, the *Bangkok Times* states. Capt. Bohn was formerly master of the *Phra Chula Chom Klao*, and his death is very deeply regretted by all who knew him.

Major-General Wade, who is to be succeeded in his Philippine command by General Corbin, about November 1, has received word from Washington that on his return to the United States he will have command of the Atlantic division, his headquarters being at Governor's Island, New York harbour. The Atlantic division comprises the department of the east and the department of the Gulf.

An international walking match was being arranged at Shanghai for the first Sunday in July. The *N.C. Daily News* last to hand gives some particulars. Teams of nine (?) nationalities have entered, each team including four representatives. The course is about ten miles long. "Three well-known bank-managers" had presented cups as prizes. Later information arriving by the German steamer *Seydlitz* was to the effect that some of the arrangements had fallen through, and that in consequence the novel contest was to lose its international character.

A gentleman named J. Wheeler, writing from Kashing to the *North China Daily News* on the 29th June, attaches great significance to an assault committed upon himself and a friend by a Chinese bullock drover. Mr. Wheeler received one blow on the back, from a "willow," and his friend was "struck lightly." Mr. Wheeler seems to think that this affair was due to an anti-foreign feeling bred of the war, and adds: "My back is in a fearful state." We are sorry about his back, and especially about his nerves, which seem to have suffered still more.

There is no doubt, says "Daybreak" in *Sport and Gossip*, that life in Shanghai would be very much pleasanter had we better servants. The houseboy of the old days seems to have almost entirely disappeared and his place has been filled by a very different class of servant. The other menials, such as mafoos, laodahs, gardeners, etc., really annoy one beyond measure. Unfortunately to prosecute servants for misdoings takes a deal of time—more than many of us can afford—and therefore many get off scot-free. This matter was brought home to me this week by a mafoo who came into my employ at the beginning of this month. He stopped thirteen days, then said his mother at Ningpo was sick, and I found a substitute holding my horse the next morning. I should like to bet that the gentleman is still in someone's employ here, but to take on the work in my stable for thirteen days told his master the sick-mother-at-Ningpo story. By this method he hopes, I think, to score in the following manner: From me his wages were to be ten dollars a month; he sublets the billet to an inferior mafoo or a ricksha coolie, for all I know, for six or seven dollars and pocket the difference. If this is the case disappointment awaits him. I believe any servant can be punished for not giving a month's notice, and if I could only lay hands on the gentleman I would spare no pains to have him made an example of. This is but one of many cases that take place almost daily.

COMMERCIAL.

TEA.

During June the export of tea from Amoy and Formosa to the United States amounted to 4,796,783 lbs. of Tamsui Oolongs, and the total exported to London was 178,720 lbs. This represents a large increase in each when compared with the returns for the corresponding month of last year. The arrivals at Amoy to the end of June were 116,909 half-chests, which is about 20,000 half-chests less than on the corresponding date of last year.

Judging from the Customs Returns the war would appear to have had an important effect on the Hankow tea trade. Down to the 25th ult. the export of tea from Hankow this season had amounted to 23,594,080 lbs. This is about eleven million pounds more than the total export for the entire season of 1903-1904. The shipments to Great Britain via Shanghai stood on the date mentioned at 19,536,939 lbs. which is more than four times the total for the two previous seasons, while shipments to the continent via Shanghai have nearly quadrupled. This is probably explained by the fact that practically no tea has gone to Russia by the overland route.

SUGAR.

HONGKONG, 8th July.—The prices are advancing, market being brisk.

Shekloong, No. 1, White.....	\$8.70 to \$8.75	pcis.
Do. " 2, White.....	7.75 to 7.80	"
Do. " 1, Brown.....	6.05 to 6.10	"
Do. " 2, Brown.....	5.90 to 5.95	"
Swatow, No. 1, White.....	8.55 to 8.60	"
Do. " 2, White.....	7.65 to 7.70	"
Do. " 1, Brown.....	5.95 to 6.00	"
Do. " 2, Brown.....	5.75 to 5.80	"
Koochow Sugar Candy.....	12.80 to 12.85	"
Shekloong ".....	10.90 to 10.95	"

RICE.

Hongkong, 8th July.—The downward tendency continues, market being weak.

Saigon, Ordinary.....	\$2.45 to \$2.50
" Round, good quality.....	3.85 to 3.90
" Long.....	4.05 to 4.10
Siam, Field mill cleaned, No. 2.....	2.65 to 2.70
" Garden, " No. 1.....	3.25 to 3.30
" White,.....	4.10 to 4.15
" Fine Cargo.....	4.30 to 4.35

Messrs. Wm. G. Hale & Co., of Saigon, in their Circular dated 1st July, state:—During the earlier part of the period under review, our market has been somewhat easier owing to next to no demand from neighbouring countries, thus allowing a fair business with Europe. But, towards the close, prices have gradually advanced, and the tendency of the market is for further rise, owing to Millers having commenced buying to fill existing contracts and new engagements, and dealers in the interior putting up daily their pretensions as demand for grain increases. Eastern demand has revived somewhat and we record several transactions with Japan, Java, and the Philippines.

We quote for July to August delivery:—

No. 2 White sifted (trié) steam milled (mixed).....	per picul
No. 2 White unsifted (ordinaire) steam milled (mixed).....	3.02
5 % Cargo steam milled (mixed).....	2.65
10 % Cargo steam milled ".....	2.52
20 % Cargo steam milled ".....	2.44

The following is a statement of this year's exports of white rice, cargo rice, and paddy:

DESTINATION.	TOTAL PICULS
Hongkong.....	1,701,000
Tonkin and Annam.....	500
Manila.....	863,600
Hilo.....	207,500
Cebu.....	264,900
Japan.....	598,600
Corea.....	34,400
Singapore.....	11,100
India.....	300
Noumes.....	24,000
Madagascar.....	21,400
Reunion.....	223,100
Europe.....	1,747,900

OPIUM.

9th July.

Quotations are:—Allowance net to 1 catty.		
Malwa New.....	\$1000	to \$1040 per picul.
Malwa Old.....	\$1060	to \$1100 do.
Malwa Older.....	\$1150	to \$1190 do.
Malwa V. Old.....	\$1210	to \$1230 do.
Persian fine quality.....	\$850	to — do.
Persian extra fine.....	\$880	to — do.
Patna New.....	\$1232½	to — per chest.
Patna Old.....	\$1320	to — do.
Benares New.....	\$1212½	to — do.
Benares Old.....	\$1250	to — do.

MISCELLANEOUS IMPORTS.

Shanghai, 30th June.

Messrs. Noel, Murray & Co., in their Report on the Shanghai Piece Goods Trade, state:—Although the immediate spot business is somewhat circumscribed, owing to the unexpected advance in sterling rates, there is certainly a better feeling in the market, and a fair forward business has been done on native account, chiefly for July and September shipment, at about the level of current prices. Beyond those dates it is difficult to get them to book, and the buying for December and January shipment, which is being done on the basis of Cotton at 5½d. about, is almost entirely on importers account, at least in plain goods, though we believe a considerable quantity of fancy makes have been indented for. The difference in the prices between the earlier and later shipments is about seven per cent., as near as can be judged by a few individual transactions. It is difficult to see how prices can go much lower, as however favourable the new crop may turn out the benefit will, to all intents and purposes, not be felt in the home manufacturing centres much before the end of the year. In the meantime the balance of the old crop will have become exhausted everywhere, being at the present unprecedently low, both in quality and quantity. It is too early yet to receive any even approximately reliable reports, but so far in most of the Southern States the advices are not particularly promising. In the New York market the tendency seems to be to firmer prices, as though the effect of the possibility of a reasonably large crop had been over-estimated. As regards spot business the dealers are doing no more than fill immediate orders, their requirements being confined chiefly to 84 lbs. Shirtings and White Shirtings mostly of new chops and therefore difficult to get intelligible particulars of. Good reports continue to come in respecting the crops from all parts of the country, and there can be no doubt but that with the depleted stocks on hand in the interior a good Autumn trade is assured. The one drawback is the bad state of the Export trade, which is not improved by the advancing Exchange. The Manchester market appears to be taking more interest in the China trade with the decline in Cotton and some fairly satisfactory orders must have been booked during the interval. Spot Cotton is quoted in Liverpool 6.24d. for Mid-American and 6½d. for Egyptian. The free counter offers that have been made from this appears to have had the effect of strengthening the New York market, and so far as we can learn very little has gone through this week. The rising Exchange has caused a rather heavy drop in imported Yarns, which holders have shown more disposition to sell; at the close, however, the scarcity of some counts, wanted especially for Szechuen, is causing a better feeling. Local Yarns are at a standstill, and Cotton is weak and drooping.

MISCELLANEOUS EXPORTS.

HANKOW.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul
Cowhides, best selected.....	Tls. 32.50
Do. seconds.....	18.00
Buffalo hides, best selected.....	18.50
Goatskins, untanned (chiefly white colour).....	57.00
Buffalo Horns (average 3½ lbs. each).....	9.00
White China Grass (Wuchang and/or Poochi).....	10.50
White China Grass (Sinshan and/or Chayu).....	9.70
Green China Grass (Szechuen).....	—
Jute.....	5.00
White Vegetable Tallow (Kinchow).....	9.50
White Vegetable Tallow (Pingchew and/or Macheng).....	9.40
White Vegetable Tallow (Mongyu).....	—
Green Vegetable Tallow (Kiyu).....	9.70
Animal Tallow.....	8.75

Gallnuts (usual shape).....	18.50
Do. (Plum) do.....	21.00
Black Bristles.....	118.00
Feathers (Grey and/or White Duck).....	21.50
" " " Wild Duck.....	19.50
Turmeric.....	3.00
Sesamum Seed.....	4.45
Sesamum Seed Oil.....	7.90
Vegetable Tallow Seed Oil.....	7.90
Wood Oil.....	8.00
Tea Oil.....	8.75

Per P. & O. steamer *Bengal*, sailed on 2nd July. For London or Manchester:—75 bales waste silk. For London:—66 bales raw silk, 177 bales waste silk, 849 packages tea for Amoy, 1 case silks, 3 cases cigars, 20 cases bristles, 2 cases bird feathers, 2 cases blackwoodware, 2 cases china inks. For Lyons:—400 bales raw silk. For Milan:—30 bales raw silk. For St. Chamond:—40 bales raw silk. For Marseilles:—245 bales raw silk, 1 case pongees, 1 case feathers.

Per steamer *Seydlitz*, sailed on 6th July. For Aden:—90 cases cassia. For Smyrna:—100 boxes cassia. For Naples 250 cases cassia, 250 bales broken cassia, 100 cases cassia buds. For Genoa:—263 bales raw silk. For Antwerp:—200 cases cassia, 125 bales split bamboo, 14 cases blackwoodware, 2 cases chinaware. For Antwerp or Hamburg:—45 cases bristles. For Antwerp or Bremen or Hamburg:—12 bales bamboo. For Amsterdam:—20 chests tea, 15 cases chinaware 7 cases curios, 3 cases blackwoodware. For Amsterdam or Rotterdam:—250 cases cassia. For Rotterdam:—40 bales canes, 3 cases camphorwood trunks. For Bremen:—6 cases curios, 1 case china ink. For Bremen or Hamburg:—91 bales feathers, 8 cases chinaware. For Hamburg:—305 half-chests tea, 164 packages tea, 43 rolls mats, 20 cases bristles, 18 cases chinaware, 14 cases blackwoodware, 12 bales canes, 6 cases preserves, 6 cases feathers, 2 cases preserves. For London:—150 rolls matting, 32 cases chinaware, 1 bale waste silk.

Per P. & O. steamer *Candia*, sailed on 8th July. For London or Hamburg:—43 bales feathers. For London or Manchester:—25 bales waste silk. For Marseilles:—100 cases cassia. For Glasgow:—21 cases chinaware. For London:—3497 bales hemp, 2 cases cigars, 8591 boxes tea, 157 packages tea, 107 cases chinaware, 7 cases bambooware, 2 cases haman hair, 5 cases bristles, 50 bales waste silk, 11 cases personal effects, 220 rolls matting & mats, 200 cases cassia.

EXCHANGE.

MONDAY, 11th July.

ON LONDON.—

Telegraphic Transfer.....	1/10½
Bank Bills, on demand.....	1/10½
Bank Bills, at 30 days' sight.....	1/10½
Bank Bills, at 4 months' sight.....	1/10½
Credits, at 4 months' sight.....	1/10½
Documentary Bills, 4 months' sight.....	1/10½

ON PARIS.—

Bank Bills, on demand.....	232
Credits 4 months' sight.....	235½

ON GERMANY.—

On demand.....	188
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ON NEW YORK.—

Bank Bills, on demand.....	44½
Credits, 60 days' sight.....	45½

ON BOMBAY.—

Telegraphic Transfer.....	137½
Bank, on demand.....	138

ON CALCUTTA.—

Telegraphic Transfer.....	137½
Bank, on demand.....	138

ON SHANGHAI.—

Bank, at sight.....	71½
Private, 30 days' sight.....	72½

ON YOKOHAMA.—

On demand.....	90½
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ON MANILA.—

On demand.....	Nom.
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ON SINGAPORE.—

On demand.....	Nom.
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ON BATAVIA.—

On demand.....	110½
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ON HAIPHONG.—

On demand.....	2½ p.m.
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ON SAIGON.—
On demand..... 2 p.m.
ON BANGKOK.—
On demand..... 62
SOVEREIGNS, Bank's Buying Rate\$10 80
GOLD LEAF, 130 fine, per tael\$56.50
BAR SILVER, per oz.26 1/2

SHARE REPORTS.

HONGKONG, 8th July, 1904.—Business has not been so active during the past week as hitherto, but there is still a fair volume of enquiry to be dealt with and rates generally continue to be fairly well maintained.

BANKS.—Hongkong and Shanghai have ruled steady at \$66 1/2 with sales, and reported further sellers at the rate. London is unchanged at £67. 10s. 0d. Nationals are still unobtainable, at \$33, holders demanding \$40.

MARINE INSURANCES.—Unions are a little easier with small sellers at \$54.5. China Traders continue firm, and can now be placed at \$64. North Chinas are enquired for at Tls. 62 1/2. Yangtszes are quiet at \$130, and Cantons are procurable to a small extent at \$215.

FIRE INSURANCES.—Hongkongs have been booked at \$310, and Chinas at \$88. There are further small sellers of the latter at quotation.

SHIPPING.—Hongkong, Canton and Macao have been booked at \$29 1/2 and \$29 1/4, and further shares are procurable at \$29 1/4. Indo-Chinas after sales at \$117 and \$118 for cash and the settlement delivery, are easier with sellers at \$117. China and Manilas have sold and are in further request at \$25. Douglases have been booked at \$35 1/2 and are enquired for. Star Ferries continue in request at \$33 1/2 and \$24 1/2 for the old and new issues respectively. Shell Transports have been taken off the market at 25/-, 25/6, and 26/-, and close with sellers at the latter rate.

REFINERIES.—China Sugars continue to attract a fair volume of attention, and we have to report sales at \$185, \$186, \$187, and \$188 for cash and the settlement delivery. At the close a few shares are said to be obtainable at \$186. Luzons are without change at \$9 sellers.

MINING.—Charbonnages have been booked at \$490. Raubs after sales at \$7 1/2 and \$7 1/4 are in further request at the former rate.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have sold at \$217, \$217 1/2, and \$218, and a few more shares are procurable at the latter rate. Hongkong and Kowloon Wharves continue to rule firm with buyers at \$113, after sales at \$113 and \$113 1/2. New Amoy Docks are still on offer at \$30. Farnhams have declined in the North to Tls. 152 sellers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have sold and more shares are procurable at \$158. Kowloon Lands have been booked at \$38, and West Points at \$60. Hongkong Hotels have declined to \$135 sellers. Humphreys' Estates are procurable at \$12 1/2 and \$4 1/2 for the old and new issues respectively. Shanghai Lands are reported to have advanced in the north to Tls. 120.

COTTON MILLS.—Quotations are without change and there is no business to report.

MISCELLANEOUS.—Green Island Cements have sold and continue in request at \$29 1/2. China Borneos have improved to \$10 1/2 buyers. A. S. Watsons have sold and are in further request at \$13 1/2. Electrics are in demand at \$14 1/2 and \$8 1/2 for the old and new issues respectively. Steam Waterboats have advanced to \$18 1/2 buyers, and Dairy Farms to \$19 buyers. Campbell, Moores are wanted at \$37, and Tebraus at \$1. China Light and Powers have improved to \$8 1/2 buyers, and Powells to \$10 1/2 buyers.

MEMOS.—Hongkong Electric Company, Limited, ordinary yearly meeting on the 16th instant. Tebrau Planting Company, Limited, ordinary general meeting on the 14th instant. Punjom Mining Company, Limited, extraordinary general meeting on the 12th instant.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	\$660, sellers
Natl. Bank of China		£67. 10s
A. Shares	28	\$38, buyers
B. Shares	28	\$38, buyers
Foun. Shares	21	\$10, buyers
Insurance—		
Union	\$100	\$54.5, sellers
China Traders	25	\$64, buyers
North China	25	Tls. 62 1/2, buyers
Yangtsze	60	\$13
Canton	50	\$212, sellers
Hongkong Fire	50	\$310, sales & buyers
China Fire	20	\$88, sales & sellers
Steamship Coys.—		
H. Canton and M.	15	\$29 1/2, sellers
Indo-China S. N.	210	\$117 cum div. s'lers
China and Manila	50	\$25, buyers
Douglas Steamship	50	\$36
Star Ferry	10	\$33 1/2, buyers
	5	\$24 1/2, buyers
Shell Transport and Trading Co.	21	26/-, buyers
Do. pref. shares	210	28. 10s.
Refineries—		
China Sugar	\$100	\$186, sellers
Luzon Sugar	\$100	\$9, sellers
Mining—		
Punjom	\$11	nominal
Do. Preference	\$1	40 cts., sellers
Charbonnages	Fcs. 250	\$490, sales
Raubs	18/10d.	\$7 1/2
Docks, Etc.—		
H. & W. Dock	50	\$218, sellers
H. & K. Wharf & G.	50	\$113, buyers
New Amoy Dock	6 1/2	\$30, sellers
S. C. F. Boyd & Co.	Tls. 100	Tls. 152, sellers
Land and Building—		
Hongkong Land Inv.	\$100	\$158, sales & sellers
Kowloon Land & B.	\$30	\$38, sales
West Point Building	50	\$60, sales
Hongkong Hotel	50	\$135, sellers
Humphreys Estate	10	\$12 1/2, sellers
	2 1/2	\$4 1/2
S'hai Land Ins. Co., Ltd.	Tls. 50	Tls. 120
Cotton Mills—		
Ewo	Tls. 50	Tls. 30, sellers
International	Tls. 75	Tls. 25
Laou Kung Mow	Tls. 100	Tls. 32 1/2
Soychee	Tls. 500	Tls. 160, sellers
Hongkong	10	\$14 1/2, sellers
Green Island Cement	10	\$29 1/2, buyers
China-Borneo Co., Ltd.	12	\$10 1/2, buyers
Watson & Co., A. S.	10	\$13 1/2, buyers
Hongkong Electric	10	\$14 1/2, buyers
Hongkong & C. Gas	5	\$8 1/2, sales & buyers
	210	\$160, buyers
Hongkong Rope	50	\$140, sellers
Fenwick & Co., Geo.	25	\$48, sellers
Hongkong Ice	25	\$25
H. H. L. Tramways	\$100	\$280, buyers
Hk. Steam Water-Boat Co., Ltd.	10	\$18 1/2, buyers
Dairy Farm	6	\$19, buyers
Campbell, Moore & Co.	10	\$37, buyers
Bell's Asbestos E. A.	12/6	\$5, buyers
United Asbestos	4	\$10 1/2, buyers
Do.	10	\$210, buyers
Tebrau Planting Co.	5	\$1, buyers
China Prov. L. & M.	10	\$9 1/2, sellers
Watkins Ltd.	10	\$7 1/2, buyers
China Light & Power Co., Ltd.	10	\$8 1/2, buyers
Powell, Ltd.	10	\$10 1/2, buyers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	5 1/2	\$50
Canton, Hongkong Ice Cigar Companies—		
Alhambra Limited	\$500	\$200
Phippine Tobacco Trust Co., Ltd.	10	\$9 1/2, sellers

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending 7th July, 1904, states:—The two Bank Holidays during the week have somewhat interfered with business, but notwithstanding this a very large business has been done in S. C. Farnham, Royd & Co. The Company declared on the 5th inst. the Directors' intention to pay a final dividend of Tls. 7, equaling Tls. 12 for the year. Since this declaration the market has weakened slightly resulting in a fall in Stocks of Tls. 3 per share. The T. T. rate on London to-day is 2/7 1/2. Banks.—H. & S. Banks.—No business reported. The rate in the South remains steady at \$660, and the London quotation at £67. 10s. Marine In-

surances.—The only business reported is in North Chinas at Tls. 67 1/2. Shipping.—Indos.—The market has ruled exceedingly quiet during the past week, and quotations for July delivery are reported at Tls. 86, and for October at Tls. 88. We are expecting to see a rise through short-sellers for the end of this month beginning to cover, as cash shares are very scarce at this port. Docks and Wharves.—Farnhams opened at the beginning of the week with sales at Tls. 159 July, and 162 September and 163 October. On the 4th, after the holidays, business was reported at Tls. 157 and 158 cash, 159 July, 162 September and 163 October. On the 5th cash shares were placed at Tls. 157 and sales for July at 158, 157, and 159, and for September and October at 160, and later for October at 159. After the declaration of the final dividend mentioned above. On the 6th cash sales were reported at 155, and for July at 156/155, later 157 July. The market was quiet with sellers at these rates.—Shanghai and Hongkew Wharves. No business reported; buyers of shares at Tls. 145, sellers 147 1/2. Forward sellers at Tls. 150. Sugars.—The only local business in stocks under this heading reported is in Peraks at Tls. 60. The later quotation for China Sugars in the South is \$186. Mining.—Weihaiwei Golds have been placed at \$17, and C. E. and Mng. Co. at Tls. 6 1/2 bearer scrip. There are buyers at this rate. Lands.—Shanghai Lands changed hands at Tls. 116. Hongkong Lands are quoted \$158 sellers. Industrial.—No enquiries for Cotton Stocks. Shanghai Paper and Pulp have been placed at Tls. 125. Shanghai Gas ex new issue at Tls. 100, and Shanghai Ices at Tls. 24 Langkata. The market during the week has been very quiet with few sales reported at Tls. 287 1/2 cash and July delivery, and at 300 July, 309 Sept. and 312 1/2 Oct. At the close shares are offering. Sumatras have been placed at Tls. 62 1/2 and 62 cash. Stores and Hotels.—Weeks have been placed at \$18 1/2. Hall and Holtz \$29 1/2. Mountains \$55, and Hotel des Colonies at Tls. 12 1/2. Miscellaneous.—The only business in stocks under this heading is in Telephones at Tls. 68. Debentures.—Astor House 8 per cent debentures have been placed at par. We can recommend this stock to investors, and consider it the cheapest investment in the market.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

July—	ARRIVALS.
1.	Bengal, British str., from Shanghai.
1.	Binh Thuan, French str., from Swatow.
1.	Bourbon, French str., from Chefoo.
1.	Dagmar, Norwegian str., from Tourane.
1.	Hailan, French str., from Pakhoi.
1.	Hangsang, British str., from Shanghai.
1.	Knight of the Whistle, British str., from Cardiff.
1.	Loongmoon, German str., from Shanghai.
1.	Mathilde, German str., from Heihow.
1.	Onsang, British str., from Java.
1.	Shansi, British str., from Chinkiang.
1.	Bainbridge, U.S. destroyer, from a cruise.
1.	Barry, U.S. destroyer, from a cruise.
1.	Dale, U.S. destroyer, from a cruise.
1.	Decatur, U.S. destroyer, from a cruise.
1.	Fronde, French destroyer, from Amoy.
1.	Gueydon, French str., from Camraigne.
1.	Montcalm, French cruiser, from Saigon.
1.	Pistolet, Fr. destroyer, from Camraigne.
1.	Sully, French cruiser, from Camraigne.
2.	Apolo, Spanish str., from Singapore.
2.	Doric, British str., from San Francisco.
2.	Duneara, British str., from Barry.
2.	Haiching, British str., from Coast Ports.
2.	James Brand, British str., from Sumatra.
2.	Morpeth, British str., from Cardiff.
2.	Triumph, German str., from Coast Ports.
3.	Ashmount, British str., from Barry.
3.	Chingtu, British str., from Kobe.
3.	Chean chaw, British str., from Straits.
3.	Chwnshan, British str., from Bangkok.
3.	Claverigh, British str., from Salina Cruz.
3.	Hauoi, French str., from Haiphong.
3.	Tean, British str., from Manila.
3.	Undine, Norwegian str., from Chinkiang.
4.	Athenian, British str., from Vancouver.
4.	Benlarig, British str., from London.
4.	Doric, British str., from San Francisco.
4.	Pinewood, British str., from Cardiff.
4.	Rubi, British str., from Manila.
4.	Shaohsing, British str., from Wuhu.
4.	Southgate, British str., from Cardiff.
4.	Taksang, British str., from Bangkok.
4.	Yuenang, British str., from Manila.
5.	Badania, German str., from Manila.

5, Chihli, British str., from Canton.
 5, Empress of Japan, Brit. str., from Vancouver.
 5, Fooshing, British str., from Moji.
 5, Ibadan, British str., from Manila.
 5, Ischia, Italian str., from Bombay.
 5, Justin, Amr. str., from Guan.
 5, Kohsichang, German str., from Bangkok.
 5, Kowloon, German str., from Chinkiang.
 5, Loongmoon, German str., from Canton.
 5, Nega, Italian str., from Singapore.
 5, Nurnberg, German str., from Foochow.
 5, Prinsesse Marie, Ger. str., from Shanghai.
 5, P. R. Luitpold, Ger. str., from Bremen.
 5, Sikh, British str., from New York.
 5, Seydlitz, German str., from Yokohama.
 5, Wosang, British str., from Tientsin.
 5, Yangtze, British str., from Yokohama.
 6, Anchenar en, British str., from Barry.
 6, Chefoo, Chinese str., from Shanghai.
 6, Elg, Norwegian str., from Iloilo.
 6, Hangsang, British str., from Canton.
 6, Lightning, British str., from Calcutta.
 6, M. Struve, German str., from Tamsui.
 6, Pakhoi, British str., from Canton.
 6, Thales, British str., from Swatow.
 6, Themis, Norwegian str., from Kobe.
 6, Titania, German cruiser, from Shanghai.
 6, Whampoa, British str., from Shanghai.
 7, Candia, British str., from Japan.
 7, Feiching, Chinese str., from Shanghai.
 7, Hongkong, French str., from Haiphong.
 7, Kwongsang, British str., from Shanghai.
 7, Pentakota, British str., from Singapore.
 7, Rajaburi, German str., from Bangkok.
 7, Ruth, Norwegian str., from Kutchinotzu.
 8, Adamastor, Portuguese cr., from Macao.
 8, Apenrade, German str., from Haiphong.
 8, Baron Cawdor, British str., from Barry.
 8, Clam, British str., from Balik Papan.
 8, H. Rickmers, German str., from Moji.
 8, J. Diederichsen, Ger. str., from Pakhoi.
 8, Machew, German str., from Bangkok.
 8, Macquarie, British str., from Kobe.
 8, Mathilde, German str., from Swatow.
 8, Nankin, British str., from Moji.
 8, Oanfa, British str., from Liverpool.
 8, Shansi, British str., from Canton.
 8, Simongan, Dutch str., from Sourabaya.
 8, Sithonia, German str., from Hamburg.
 8, Soloce, Amr. transport, from Woosung.
 9, Anghio, German str., from Bangkok.
 9, Borneo, British str., from London.
 9, Chowfa, German str., from Bangkok.
 9, Dagmar, German str., from Swatow.
 9, Johanne, German str., from Saigon.
 9, Loksang, British str., from Bangkok.
 9, Lyra, Amr. str., from Manila.
 9, Taming, British str., from Manila.
 9, Tyr, Norwegian str., from Hongay.
 9, Wosang, British str., from Canton.
 10, Anhui, British str., from Shanghai.
 10, Kwanglee, Chinese str., from Shanghai.
 10, Kwongsang, British str., from Canton.
 10, Nicomedia, German str., from Portland.
 10, Pronto, Norwegian str., from Newchwang.

DEPARTURES.

July—
 1, Chusan, British str., for Shanghai.
 1, Haitan, British str., for Coast Ports.
 1, Loongmoon, German str., for Canton.
 1, St. Leonards, British str., for Nagasaki.
 1, Vedra, British str., for Balik Papan.
 2, Bengal, British str., for Europe.
 2, Bourbon, French str., for Canton.
 2, Chihli, British str., for Canton.
 2, Deramore, Norwegian str., for Sasebo.
 2, Hailong, British str., for Tamsui.
 2, Laertes, British str., for Saigon.
 2, Loongsang, British str., for Manila.
 2, Myrmidon, British str., for Yokohama.
 2, Pakhoi, British str., for Canton.
 2, Progress, German str., for Hoihow.
 2, Zafiro, British str., for Manila.
 3, Apollo, Spanish str., for Sasebo.
 3, Australian, British str., for Australia.
 3, Frithjof, Norwegian str., for Swatow.
 3, Morpeth, British str., for Kure.
 3, Samsen, German str., for Bangkok.
 4, Kwangtah, Chinese str., for Shanghai.
 4, Southgate, British str., for Nagasaki.
 4, Undine, Norwegian str., for Canton.
 5, Anerley, British str., for Kobe.
 5, Ashmount, British str., for Yokohama.
 5, Binh Thuan, French str., for Kobe.
 5, C. Diederichsen, German str., for Hoihow.
 5, Haiching, British str., for Swatow.
 5, Hailan, French str., for Hoihow.
 5, Keongwai, German str., for Bangkok.
 5, Mathilde, British str., for Swatow.

5, Nanyang, German str., for Chefoo.
 6, Badania, German str., for Tsingtan.
 6, Benlarig, British str., for Nagasaki.
 6, Changchow, British str., for Shanghai.
 6, Cheangchow, British str., for Amoy.
 6, Chingtu, British str., for Sydney.
 6, Hanoi, French str., for Haiphong.
 6, Hue, French str., for Kwangchauwan.
 6, James Brand, British str., for Amoy.
 6, Nurnberg, German str., for Hamburg.
 6, Prinsesse Marie, Dan. str., for Singapore.
 6, P. R. Luitpold, Ger. str., for Shanghai.
 6, Seydlitz, German str., for Europe.
 6, Tean, British str., for Manila.
 6, Triumph, German str., for Swatow.
 6, Whampoa, British str., for Canton.
 6, Wosang, British str., for Canton.
 6, Yangtze, British str., for London.
 7, Anchenarden, British str., for Sasebo.
 7, Chihli, British str., for Swatow.
 7, Chwanshan, British str., for Swatow.
 7, Dagmar, Norwegian str., for Nagasaki.
 7, Feiching, Chinese str., for Canton.
 7, Hangsang, British str., for Swatow.
 7, Loongmoon, German str., for Shanghai.
 7, Nurnberg, German str., for Hamburg.
 7, Signal, German str., for Pakhoi.
 7, Suisang, British str., for Singapore.
 7, Woosung, British str., for Shanghai.
 8, Vestal, British sloop, for Shanghai.
 8, Gueydon, French cruiser, for Shanghai.
 8, Montcalm, French cruiser, for Shanghai.
 8, Sully, French cruiser, for Shanghai.
 8, Fronde, Fr. tr.-bt. destroyer, for Shanghai.
 8, Pistolet, Fr. tr.-bt. destroyer, for Shanghai.
 8, Baron Cawdor, British str., for Sasebo.
 8, Candia, British str., for London.
 8, Clitus, British str., for Saigon.
 8, Elg, Norwegian str., for Saigon.
 8, Kwongsang, British str., for Canton.
 8, Shansi, British str., for Hongay.
 8, Thales, British str., for Swatow.
 8, Yuensang, British str., for Manila.
 9, Anapa, British str., for Sourabaya.
 9, Doric, British str., for San Francisco.
 9, Meefoo, Chinese str., for Shanghai.
 9, Pakhoi, British str., for Shanghai.
 9, Pentakota, British str., for Amoy.
 9, Rubi, British str., for Manila.
 9, Ruth, Norwegian str., for Moji.
 9, Taksang, British str., for Bangkok.
 9, Tyr, Norwegian str., for Canton.
 10, An Pho, British str., for Saigon.
 10, Apenrade, German str., for Pakhoi.
 10, Clam, British str., for Shanghai.
 10, Haiman, British str., for Swatow.
 10, Hinsang, British str., for Hongay.
 10, J. Diederichsen, Ger. str., for Hoihow.
 10, Mansang, British str., for Sandakan.
 10, M. Struva, German str., for Swatow.
 10, Mathilde, German str., for Hoihow.
 10, Nankin, British str., for London.
 10, Phranang, German str., for Swatow.
 10, Undine, British str., for Hongay.

PASSENGER LIST.

ARRIVED.

Per *Bengal*, from Shanghai, for Hongkong, Mr. and Mrs. Arnott and infant, Capt. Wakefield, R.A., Messrs. H. S. Conway and infant, J. P. Morley, H. M. Hemming, A. R. Hassan, J. Kernan, L. F. Tegner, and A. Bastien Masters P. Dixon and H. Ramsay; for Singapore, Mr. Jas. Ellinger; for London, Miss Lewis, Engr. Comdr. Rushbrook, R.N., Sub-Lieut. Burnet, R.N., and Engr. Lieut. Crabtree, R.N.; for Marseilles, Messrs. F. Reinman and von Kiss; from Yokohama, for Hongkong, Mr. Franks; for Marseilles, Mr. F. A. Ollivan; from Kobe, for Hongkong, Mr. R. J. McLaren.
 Per *Doric*, from San Francisco, &c., Mr. and Mrs. C. H. Meeker, Mrs. H. Thompson and 2 children, Mr. M. L. Thompson, Mr. P. P. Thompson, Mrs. W. A. Ward, Judge B. S. Ambler, Capt. H. K. Struve, Capt. F. A. Kofod, Messrs U. S. Andes, J. C. Bernard, J. F. Bell, J. W. Cline, W. H. Gibbons, S. W. Hulse, M. M. Johnson, J. B. Lieberg, E. M. Miller, B. Richardson, R. H. Shaffer, G. B. Seigel, C. A. Skatterbol, J. K. Wilson, H. S. Woodhull, W. Danby, J. F. Jeneway, and T. L. O. Neil.
 Per *Athenian*, from Vancouver, &c., Mrs. Knowles, Mr. and Mrs. Cope, Mrs. B. Raioch, Misses Brunet and Parr, Messrs. H. T. Richardson, J. Thornborrow, J. Marshall, Parr, A. Parr, Oxley, D. M. Searcy, W. F. Wenzel, W. Clark, W. P. Brown, and D. McAllister.

Per *Empress of Japan*, from Vancouver, Rev. C. Bone, Mrs. Read Beeton, Miss E. Griffin, Rev. M. Watson, Mr. D. McDonald, Mr. R. G. Shewan, Mr. C. Campbell, Master A. Tomes, Mr. McWeismann, Mrs. Weissmann, Mr. and Mrs. W. Wing, Master Wing; from Victoria, Mr. H. B. Vandergucht; Mrs. L. Thompson, Miss Myckaff; from Yokohama, Mr. D. F. MacFie, Mr. T. P. O'Brien, Capt. and Mrs. Fitz-Williams, Dr. W. F. Dunlop; from Kobe, Mr. and Mrs. Gordon Wright, Mr. G. L. Spalding; from Shanghai, Mr. B. Toss, Mr. W. E. Dura, Mr. M. H. Michael, Mr. A. H. Battenheim, Mr. T. H. Derbyshire, Mr. M. Leetao, Mrs. Ellis, Mrs. Friser, Mrs. Garner, Mr. T. McDonald.

Per *Ischia*, from Singapore for Hongkong, Messrs. G. A. Brondon, Stepano Ruffa and Rosa Vidlay.

Per *Prinz Regent Luitpold*, for Hongkong: from Hamburg, Mrs. Witzke and children, Messrs. Friuz Kruger and Carl Koeper; from Southampton, Messrs. W. H. Humphreys, E. G. Chapman, and Julio Saburegni; from Genoa, Miss S. Neothlich, Mr. and Mrs. Oppen, Messrs. C. Sackermann, Ludwig, Liedkie, and A. Guandt; from Penang, Mr. Menathe; from Singapore, Messrs. F. D. Burdett, W. S. Benton, C. Roebelen, S. Cameron, A. S. Warner, R. Marui, and Miss A. Formann.

Per *Seydlitz*, for Hongkong from Yokohama, Messrs. F. Reyes and family, K. Yizuka, W. W. Pelling, Raymond Hee and M. Bonguet; from Kobe, Mrs. Ogen and child, Mr. Ad. J. further, Tatsuyoski; from Shanghai, Mr. and Mrs. A. Reuter, Mrs. J. Tatam and 2 children, Messrs. R. Chih and family, R. H. Peterson, Stroeger, T. Wright, F. Reiber, H. E. Kroll, Reinhold, A. J. Sampa, S. G. Mantle and A. S. Taloska.

DEPARTED.

Per *Bengal*, from Hongkong, for Singapore, Sergt. and Mrs. Hazell and 3 children, Colonel Brown, R.N., Messrs. Harold E. Waite and Jas. Hutchison; for Bombay, Lieut. R. J. McLaren; for London, Mr. and Mrs. Morris and 2 children; from Shanghai, for Singapore, Mr. Jas. Ellinger; for Marseilles, Messrs. Reinmann and von Kiss; for London, Miss Lewis, Engr. Comdr. Rushbrook, Sub-Lieut. Burnett, R.N., Engr. Lieut. Crabtree; from Yokohama, for Marseilles, Mr. F. A. Ollivan.

Per *Seydlitz*, for Bremen, Mrs. Bowman and children, Mrs. G. Osbone, Mrs. Rye Kouda, Mrs. A. Parodi, Mrs. Wegener, Misses Gains, Hamper, Roberts (2), Sophie Zeid, de Bastchorsky, Messrs. J. A. Ames, Boehme, A. Blass, J. G. Brown, Caval. E. F. Deacon, J. O. Forster, Godchaux, G. H. Gowan, Hatam, Husson, Kiguchi, H. W. King, Peter Koch, Henry Lapp, R. H. Lloyd, J. L. Manning, Nicki, J. N. Olivier, W. Paulus, Wm. K. Rungon, Emil Schmidt, F. X. Soares, H. S. Woodhull, G. B. Atkins, Bolts, A. H. Corley, F. F. Corley, R. W. Campbell Davidson, H. G. Dowler, Gang, Haagensen, Hugo Hotlan, Kawamura, J. L. Key, Kolt, Ernst Krueger, Martens, H. Michaelis, H. Nishi, Franz Schaefer, P. Schimmeltusch, Schneider, Spillmann, Strager, Zabel, Mr. and Mrs. Baroth and children, Mr. and Mrs. W. C. Burton, Mr. and Mrs. Drake, Mr. and Mrs. Grünberg and children, Mr. and Mrs. Stern, Mr. and Mrs. Terry and child, Mr. and Mrs. Trembl, Mr. and Mrs. Theodor, Rev. Joao Paulino d'Azevedo e Castro, Capt. J. J. Eldridge, Rev. J. da Costa Nunes, Consul G. Siemssen and family, Rev. F. X. de Soars, Rev. A. H. Corley, Dr. H. Kijimoto, Capt. H. Nielsen.

Per *Prinz Regent Luitpold*, for Shanghai, Mrs. and Miss Siebs, Mrs. S. E. Moses, Mrs. Glover, Mrs. R. Wiedler, Mrs. Brown, Mrs. M. Fernandes, Miss M. Carion, Messrs. A. Haupt, E. S. Ford, M. Spitze, E. B. Rogers, G. W. Greene, J. A. Glover, Tones, Fitzsummiore, Maitland, A. Levy, S. Simons, J. B. Roche; for Nagasaki, Mrs. T. Hida, Mr. and Mrs. Ikemoto, Mr. J. Kajin, Mr. K. Tokuno; for Kobe, Messrs. O. Fromovich, G. Peerbhoy, John Eyck, T. Ohara, A. L. Aramean; for Yokohama, Messrs. A. D. Gallorday, E. Parker, K. Sailok, K. Hayashi, Heckford.

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